

Bus & Coach PRESERVATION

Inside this month:

EAST KENT COLLECTION



GRETTONS GREATEST



MERSEYSIDE MADNESS!



SYDNEY RUNNING DAY



Plus: all the latest news from
the world of bus preservation



Priceless Panorama

SUT leads the way in 1960s coach design



NEWS PLUS

The latest news from the world of bus preservation and beyond.

PRICELESS PANORAMA

We recall how SUT lead the way in 1960s coach design.

ON THE ROAD

DAVID JUKES presents this month's selection of older buses and coaches seen out and about on the highways and byways.

LION BACK ON TRACK

In the first of a two-part feature, JASPER PETTIE tells the story of W. Alexander & Sons 1935 Leyland LT5A P705 (WG 3260).

AFTER THEY WERE FAMOUS: REAR ENGINES

Non-PSVs — they're all here from cakes to marching bands they're all here — even Santa gets a look in . . .

A JOURNEY INTO HISTORY

In the second instalment of a two-part feature, DAVID JUKES continues his look at The East Kent Nostalgic Bus & Coach Trust.

RETURN JOURNEY: EAST KENT RECALLED

A brief look at East Kent's fleet in the years running up to the formation of the National Bus Company in 1969.

MERSEYSIDE MADNESS!

A Merseyside Leyland National has been faithfully restored, and there are some bonus buses too!

RETURN JOURNEY: ON MERSEYSIDE

We take a brief look at the closing years of Merseyside PTE when vast fleets of Leyland Atlanteans and Nationals ruled the streets.

GRETTONS GREATEST!

Grettons Coaches' fleet includes everything from rare Plaxton-bodied Scania, one bought new 30 years ago to a preserved Duple Vega-bodied Bedford SB3. NICK LARKIN hears a fascinating history.

SENSATIONAL SYDNEY

The Sydney Bus Museum was out in force on Australia Day as SIMON GILL discovered in January.

AFTER THEY WERE FAMOUS: THE BRAINS OF BRISTOL

Got the Brains? When the Bristol-based food producers ran its own fleet of buses as staff transports, it chose secondhand examples of the Bristol marque sourced from local operator Bristol Omnibus Co.

THE MODEL PAGE

In the first of a two-part feature, EFE's original Plaxton Pointer-bodied Dennis Dart is given the once over by NIGEL APPLEFORD.

OFF ROUTE

A Bristol gets a bath, an AEC with amazing 'horse power' and more on Hungarian bus stamps. NICK LARKIN'S diverse selection this month.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **Following a lengthy restoration at the South Yorkshire Transport Museum, 1962 Plaxton Panorama-bodied AEC Reliance Sheffield United 322 (1322 WA) represents the zenith of UK coach design.** PHILIP LAMB

MAIN PICTURE: In this line-up of coaches at Shalder's Scalloway premises we see a mix of Duple- and Plaxton-bodied coaches mainly dating from the previous decade. Nearest the camera is Duple Dominant III-bodied Volvo B58 OPS 899X, then we see Duple Dominant II-bodied Bedford YLQ LPS 963V, Plaxton Paramount-bodied Volvo B10M J75 FPS, an unidentified Plaxton Supreme IV which had clearly seen better days, believed to be 719 CEL, a Volvo B58 with modified (Supreme IV front) Plaxton Elite II body and finally Duple Dominant I-bodied Bedford YMT USE 500R. Pictures: PHILIP LAMB

BUSES, COACHES AND OYSTER CATCHERS

In the Shetland Isles, the local name for the Oyster Catcher is the Shalder, a name adopted by a Scalloway-based company formed in 1977 — just 40 years ago. That new company initially traded as Georgeson & Moore, a name which dated back to 1945, Messers Georgeson & Moore being the founders of one of the new company's predecessors. The Shalder name soon came into existence, and the company grew quickly to become one of the major operators on the Islands.

In 1999, however, Shalder Coaches sold out to Rapsons Coaches. Also founded in 1945, this Inverness-based company acquired Highland Scottish in 1993, Rapsons having established a stake in the company two years previously. As the 1990s progressed Rapsons sold off part of its growing operations to Stagecoach, turning its attentions instead to the Orkneys and Shetlands, acquiring Shalder Coaches.

Rapsons involvement in the Shetlands was, however, short-lived. Having lost its contract work in 2003, a decision to pull out was taken. Today services on the Islands are overseen by the Zetland Transport Partnership, with established Island operators Leasks of Lerwick and Johnson Transport handling bus services.

This month we bring you a brief flashback to 1999, just after the arrival of Rapsons.





ABOVE: The last vehicles acquired by the independent Shalder Coaches (in 1998) were a pair of Marshall Capital-bodied MAN 11.220. Both buses, S388 JPS seen here in Lerwick's Viking Bus Station and sister S389 JPS were transferred to Inverness almost immediately following the Rapson's takeover.

BELOW: V32 JST was the second of a pair of Wright Crusader-bodied Volvo B6BLEs to arrive in the Shetlands in 1999, and represents the new order, the Oyster Catcher having been replaced by a Golden Eagle. It too was transferred to Inverness, but at a later date, and following the final takeover of Rapsons by Stagecoach was ultimately transferred to Stagecoach Yorkshire.



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Just the two of us!

Time to catch up on some housekeeping matters. Our mail order service has really come on in the last year. A big thank you to all those of you who have ordered books. Another big thank you is due to those whose patience has been tested on the odd occasion. Due to increased orders, we have sometimes run out of stock leading to orders not having been despatched as quickly as we would like to have done.

Re-ordering supplies of titles from publishers can sometimes be a lengthy process, so please continue to bear with us. It is our aim to fulfil all orders within two weeks, but on most occasions it will be nothing like this long — honest! We will, whenever possible let you know straight away if we are waiting for new stock, and in this respect we will also let you know about any delays. When ordering by post or email please remember to supply us with a daytime telephone number, so that we can easily contact you and keep you up to date. Remember we are not Amazon and there are just the two of us!

When telephoning our office number, you will frequently be put through automatically to a mobile number at no extra cost to you. This is because we could be anywhere during the working day. It helps us to stay in touch with you all,

minimising the number of missed calls.

On the subject of office hours, these are Monday to Friday, 09.30 to 18.00. We would be grateful if you would avoid calling outside these times, as we have said, there are just the two of us, so some uninterrupted time to ourselves would be gratefully appreciated.

We have since the last issue confirmed dates and times with Coventry Rugby Club to stage our second running day here in Coventry in 2018. It will take place on Monday 1 January. Again the bus running will be smoothly provided by Roger and Lynn Burdett, whose help is hugely acknowledged. But we need more! Yes, more buses this year please, especially those with a local connection: Coventry, West Midlands PTE and Midland Red in particular, but in reality — anything! There is space at the venue to extend the static display, so please come and join us.

Once again Sandra will be organising the trade fair. Almost all of last year's traders have expressed a wish to return in 2018, and some more space within the building is available, so if you missed out last year, get in touch now, as we expect to become fully booked up well in advance!

More later on which buses will be expected both in service and on static display, so watch this space . . .



CELEBRATE THE NEW YEAR with BANK HOLIDAY MONDAY 1 JANUARY 2018

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Another Cyprus Bedford in UK

A Nicolaou-bodied Bedford J6LZ5 Cyprus village bus has been imported to the United Kingdom from the Netherlands.

Originally registered in Cyprus as TFW 117, and latterly in the Netherlands with Prins Classic Transport, Opijnen as BG-LB-16, the bus has been acquired by mobile bar company 'Hop On Inn' of Bransgore, Hampshire, and according to its website (<http://www.hoponinn.co.uk/vintage-travel>) it is being operated as a PSV for vintage hire at weddings and special events, carrying UK registration RCA 318B.

The Bedford is one of three advertised for sale last year by Alblas Events, Alblaserdam. 'Hop on Inn' also owns AEC Routemaster mobile bar JJD 416D.
Report: JOHN WAKEFIELD
Picture: PAUL EMERY



Miss Marple bus for sale

Rare 1947 Barnaby-bodied Leyland PS1/1 AHL 694, recently operating the 'The Agatha Christie Tour' is being offered for sale by owner Greenway Ferry Service of Brixham.

The bus, new to H. Bullock of Featherstone as its No 284 in February 1947, passed to West Riding upon its takeover of Bullock.

A number of preservationist owners followed, the current owner acquiring

the Leyland in 2010 operating it in conjunction with river boat cruises, as Route AC1 (Torquay–Greenway House), but following a change in its business plan, it has decided to discontinue the service and sell the bus.

AHL 694 is to be sold in fully working order, in good condition and is currently in dry storage at Totnes, Devon.
Report: JOHN WAKEFIELD
Picture: JOE STEVENS



Compass Bus and the Bluebell Railway join forces for Scotsman visit

Compass Bus of Sussex and the Bluebell Railway have joined forces for the visit of the 'Flying Scotsman' steam locomotive to the Sussex preserved railway over the Easter Weekend 13-19 April.

Compass Bus will be operating a special service each day of the event. Route 22 will run from Haywards Heath directly to Sheffield Park station. Special fares will apply; there will be no concessions.

The service will leave Perrymount Road, Haywards Heath at 09.10 and then hourly until 12.10 and then at 13.40 and hourly until 16.40. Return from Sheffield Park station is at 09.35, then hourly until 12.35 then at 14.05, 15.05, 16.05 and 17.45. Tickets can be purchased from the driver. Adult return £5, child return £2.50, Adult single £4 and child single £2. A Family return (Two adults and two children) is available at £12.

Train tickets can be purchased online at: www.ticketsource.co.uk/bluebell-railway. Enquiries: 01825 720800.

Compass will also be running an additional day on the 769 service on Saturday 15 April, normal fares and conditions will apply on this service. Compass Bus can be contacted on 01903 690025 or at www.compass-travel.co.uk/

ECW Event at East Anglia Transport Museum

East Anglia Transport Museum is looking forward to holding a major event on Saturday/Sunday 8/9 July 2017 to commemorate the 30th anniversary of the closure of Eastern Coach Works in Lowestoft, Suffolk.

Being a living Museum, the site will be full of numerous different vehicles, many of which were bodied by ECW as well as trolleybuses, trams and the train all

of which are available to ride on as many times as desired.

The Eastern Coach Works Anniversary Event will not just remain inside the Museum's Grounds, as there will be a vintage bus services running regularly to nearby locations on both days alongside the Museum's park & ride service.

There will be a special run on the Saturday evening for visiting vehicles

which will pass the site of the Eastern Coach Works factory.

East Anglia Transport Museum would like to invite anyone with ECW-bodied vehicles to attend this event free of charge, all it asks is that an entry form is sent to the museum or e-mailed.

For further information and to download an entry form please visit: www.eatransportmuseum.co.uk.



All aboard for a taste of Latin fare

N859 VHH, a Volvo Olympian/Alexander purchased new by Stagecoach A1 Service (925) in August 1995, and latterly in use with Connexions Buses, Harrogate, has been converted into a 'Bustaurante' by Cambridge couple Catalina Uribe and Nelson Rodrigues. The couple plan to operate it as a mobile South American-styled 'La Bustaurant', serving South American-inspired food. The mobile diner will visit Cambridge research parks during weekday lunchtimes and operate from a permanent spot in the city at weekends.

Report and picture:
JOHN WAKEFIELD



Morecambe Vintage Bus Day 2017

The Ribble Vehicle Preservation Trust is organising its sixth Vintage Bus Running Day on Sunday 28 May. Preserved buses ranging in age from 25 to 75 years will operate a free service between Heysham Village and Carnforth railway station via Morecambe promenade. The service will operate between 10.30–18.00 on a 15min headway between Morecambe and Carnforth continuing every 30min to Heysham Village. Passengers may board at the Winter Gardens or the two termini but there are no other intermediate stops.

There will be an additional 'bare circular' operating on a frequent basis

from outside the Winter Gardens on the promenade. A vintage coach will also offer mystery tours in the afternoon.

A static display of buses and coaches will occupy the promenade adjacent to the Midland Hotel and the car park of the Festival Market behind 'The Platform'. The main theme of both the service and the display will be buses which operated with Ribble Motor Services but other local operators will be represented, including Morecambe & Heysham, Barrow, Preston and Blackpool.

Further details: www.rvpt.co.uk or www.facebook.com/RVPT.events



Oxford Diecast Bristol MW Coach

Oxford Diecast's long-awaited Bristol MW coach with 1962-style ECW body has finally arrived in the shops. To 1:76 (4mm) scale, the first release (catalogue number 76MW6001) features Royal Blue livery. First impressions are this is a superb model, although I believe the cream is a little light and looking through the roof and cantrail windows

there are no luggage racks which are quite prominent on the real coach, however, I imagine that one of the detail producers

will soon offer some. The model would appear to have a plastic top half and die-cast lower as seen on the Commer Commando. Recommended retail price is £18.95 but by shopping around £14/15 seems to be a good price. The next release (76MW6002) is scheduled to be in Hants & Dorset colours.



Crich Tramway Village Secures Funding for Development

The National Tramway Museum at Crich Tramway Village has been granted funding towards the renovation and improvement of the display of tramcar exhibits in permanent galleries and exhibition spaces.

There has been growing concern over the ability of the main exhibition areas, which date back to the 1960s, to protect the nationally designated collection long-term and present it appropriately to the Museum's visitors. Condensation and mould are two of the challenges that face the museum, posing a threat to the long-term care of the collection.

A proposal for funding had been put forward for a new, fully insulated roof, insulated doors, partition walling and extra wall insulation. In addition, new interpretation panels and greatly improved lighting are required to enhance the visitor experience.

The estimated total fund for the project is £400,000, but thanks to the DCMS/Wolfson Museums & Galleries Improvement Fund 2016-18, the project has taken a significant step forward as the National Tramway Museum has been offered funding of £100,000 towards the project for 2017/18.

Said Crich's Richard Sykes; 'The DCMS/Wolfson Museums & Galleries Improvement Fund grant has enabled the Museum to enhance the specification to create greater user benefits than would have been available from our own funds'.

Further funding will be required to complete the work, and as a registered educational charity, Crich Tramway Village welcomes donations from the public.

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www.tramway.co.uk

Eric Graveling buys 'blood bus'

Well-known Bourne, Lincs bus and coach mechanic and preservationist Eric Graveling has recently bought ex-National Blood Transfusion 'blood bus' TWE 411L.

The vehicle is based on a Commer TS3-powered Dodge chassis with part-bus, part-van Lex Tillotson body featuring a Duple Vega 31 front. It has 17 seats for nurses and space for transporting beds and other equipment to blood donor sessions.

New to NBTS, Sheffield as its No 11 in March 1973, it later passed to W. Hill, Ripley t/a Welsh Mountain Ponies for use as a horsebox, then to K&R Walsh, which rebuilt the wooden framed body, which by then was in a poor state, as a motor home for a private owner.

Eric acquired the vehicle in February 2017 and plans to take it to rallies. It may, however, be for sale to the right buyer. Report: JOHN WAKEFIELD



Picture: DAMIAN SHARPLES

Lodges buy Burlingham OB



Lodge's Coaches of High Easter has bought Burlingham-bodied Bedford OB FFS 867 featured in *B&CP*, March. The OB was one of 23 OB/OWBs re-bodied by Burlingham with its 'Baby Seagull' body for SMT in 1953.

FFS 867 is one of only 2 survivors (the other being FFS 871 under restoration with George Atkin in Lincolnshire). Following some restoration, a repaint in Lodges livery and a re-trim, FFS 867 will join Lodge's heritage fleet.

Andrew Lodge says that following re-certification he plans to use the coach on heritage tours as well as the wedding hire side of the business. He is at present working on Duple Vista-bodied OB CFV 851 acquired last year from Essex preservationist Doug Payne.

Report and picture: JOHN WAKEFIELD

Obituary: Anthony Wyer

It is with much regret that we report the death of Anthony Wyer, leader and founder of the SELNEC Preservation Society.

Anthony was well known on the bus preservation scene for his efforts in preserving vehicles from the SELNEC era and its

successors Greater Manchester Buses through to deregulation and beyond.

In addition to restoration and acquisitions, Anthony built up a wide library of history and information. As well as maintaining the excellent SELNEC Preservation Society website,

Anthony produced a number of special DVD presentations

in addition to commemorating 40 years of SELNEC in October 2009 by hosting a celebratory event at Sports City, which included 26 vehicles from the group's collection.

Anthony was a well-known character and he will always be remembered through the continual efforts of the SELNEC Preservation Society.



Seaside transport heritage festival

The weekend of 29/30 July 2017 has been confirmed as the date for the first North East Festival of Transport in Sunderland.

Spearheaded by groups including the North East Bus Preservation Trust and Sunderland & District Classic Vehicle Society with support by Sunderland City Council, the event is set to bring together vintage buses, traction engines and commercial vehicles, classic cars and motorbikes at a prime location on Sunderland's award winning seafront.

The event is aiming to fulfil a long-held wish of transport enthusiasts in the region to create a major showcase event, similar

to those held in other parts of the country, has been chosen for the inaugural festival.

Entry to the event is open to any vehicle built before 2000, whether powered by steam, internal combustion or even battery, as well as specialist vehicles from current transport operators. Exhibitors and up to three passengers will gain free entry to the event. An invitation has also been extended to any transport heritage groups who would like to become involved in the organisation of the event.

More details and exhibitor applications are available at: www.seeitdoitsunderland.co.uk/NETransportFestival.



Storage lost

A bus and coach storage facility at Shobden in Herefordshire has been lost following the sale of the land. The site at Lysander Yard, Shobden had been used for storing buses and coaches for many years.

Originally owned by Martin Perry, the well-known bus coach operator/breaker was latterly by Russell Price trading as Village Green Motor Services. Apart from his own preserved fleet, Russell offered enthusiasts space to store preserved vehicles. After closing down his Village Green operation in October 2014, Russell moved to the loM to take up employment with Isle of Man Transport, but kept on Lysander Yard for his own collection of mainly Bedford coaches as well as continuing to rent space to other bus and coach owners.

In July 2016, the Lysander Yard was put up for sale with Hereford estate agents Turner & Co suggesting offers around £150,000. The yard has now been sold and by early March 2017, the new owner had taken possession giving bus owners notice to quit. A number of owners have apparently found alternative accommodation nearby, but some vehicles that could not be moved may go for scrap.

Report: JOHN WAKEFIELD

Bournemouth trolley return

The much-loved and highly regarded primrose yellow Bournemouth trolleybus fleet has been well represented in UK trolleybus preservation for nearly 50 years. Six members of this once 100+ strong fleet survive in good order, ranging from two 1935 Sunbeam MS2s (one in later open-top form), an early postwar 1950 BUT 9641T and three 1959/62 Sunbeam MF2Bs.

Remarkably, following several months planning that number rose to seven on 13 February 2017, as a result of the repatriation of 1962 Sunbeam MF2B/Weymann 299 (299 LJ) after four and a half decades in exile, stored since 1972 by the Transport Society of Ireland at Castleruddery.

An inspection of No 299 in August 2016 revealed a vehicle that, whilst superficially

very tatty, was fairly complete, quite sound and evidently redeemable.

With various early stage plans for special events to mark the 50th anniversary of Bournemouth's trolleybus system closure in 2019, ambitions are focused on the possibility of No 299 being reunited with many former stablemates.

Report and pictures: KEITH BAYNTON



Two Bedfords for sale in Belgium

Bedford OB/Duple Vista, GWV 297, was new to Harrison, Swindon in January 1951 and Bedford J2/Plaxton Embassy, ANX 202B, was new to Court, Fillongley in June 1964 are for sale in Belgium.

Both vehicles require full restoration

and are located in Antwerp. They are being sold on behalf of their Belgium owner by Stikkel Kegelaars, who can be contacted on 00 32 494 051434.

Also available is a Danish LHD 1952 Chevrolet bus with J. Orum-Petersen

body, its last operator is believed to have been BRDR Larsen. Again offers are invited — contact Stikkel Kegelaars for details.

Report: JOHN WAKEFIELD

Pictures: STIKKEL KEGELAARS



Delaine Heritage Trust Update

Former Delaine Buses 100 (E100 AFW), a 1987 Leyland Tiger with Duple Dominant Bus body has been donated to the Delaine Heritage Trust by its private owner.

New to Delaine in September 1987, it was the hundredth vehicle to enter the Delaine Fleet, the last Dominant body produced by Duple (between 1974-87) and the last Leyland to remain in service with Delaine after 78 years of continuous Leyland operation, which began in 1930, also with a Duple-bodied Leyland Tiger 19 (TL 1066).

Withdrawn from service in July 2008, No 100 was privately preserved between

September 2009 and March 2017. Aside from a short spell on loan to Delaine in Autumn 2011 it has been stored serviceable but unused. No 100 will continue to be stored off site but will be on display at the Museum and participate in Delaine Heritage Running Days, the first being on 30 September 2017, coinciding with its 30th Anniversary.

It is hoped subsequent Heritage Running Days will be held each spring and autumn. Further details will be available at: www.delaineheritagetrust.org or follow the Delaine Heritage Trust on twitter @delaineheritage.

Anthony Delaine-Smith commented: 'It was with great reluctance that the company originally let 100 go, but it was down to a lack of space at the time. We knew it was going to a good home where it would be looked after and kept undercover. We are grateful for the opportunity for 100 to become part of the Delaine Heritage Trust collection, as it is such a significant vehicle in the Delaine history and one of only two preserved Delaine single-deckers, the other being a 1958 Yeates-bodied Leyland Tiger Cub preserved by the Leicester Museum of Science and Technology.

Picture: S. WHITELEY



Sentinel survivor with a Caerphilly connection



The Cardiff Transport Preservation Group has secured an unusual 65-year old Sentinel bus with a Caerphilly-built body for its collection of historic vintage buses.

Last year, a former 1944 Pontypridd partially restored World War 2 utility Bristol K6A double-decker was brought to

Barry from Norfolk (see *B&CP*, April), and now it's the turn of a partially restored bus to arrive in South Wales from Yorkshire.

The 1950s Sentinel bus was spotted for sale by CTPG member, Clive Williams who realised it had a Caerphilly connection. Sentinel of Shrewsbury provided the diesel

engine and running gear but significant to the Cardiff based group is the fact that the bus, ODE 182, has bodywork designed and supplied by Welsh Metal Industries, a business based in Caerphilly.

The Sentinel, new in 1952 to Edwards Bus Services of Cymmych, Pembrokeshire, became part of Mid-Way Motors before being sold on to another operator in England. The 44-seat bus has been partly restored by John Hinchliffe of Yorkshire but will need additional work to complete it.

Mike Taylor, Chairman of the heritage bus group said: 'The Sentinel with a Caerphilly-made body was a find that we just had to secure. It is under restoration with much of the interior and frames prepared ready for panels to be added. Electrical work and the engine restoration are also required.'

The public will be able to see this unique Sentinel bus at the Groups spring special 25th Anniversary Running Day at The Bus Depot, Barry on Sunday 7 May 2017.

Pictures: CTPG/STEPHEN WREN



End of the road for The Olde Norwich Tour

1987 Ollerton vintage replica open-top minibus E655 VND, based on a Freight Rover Sherpa, has made its last trip around the narrow streets of Norwich on the 'Olde Norwich Tour'.

Operator, Fred Agomber of Norwich, called it a day after his one-vehicle operating licence was revoked by the Eastern Area Traffic Commissioner on 23 June 2016. Fred had operated the open-top tour, a popular attraction among visitors, around the back streets of Norwich for some 10 years.

The Ollerton, a modified van, was being advertised for sale in March for £9,995.

Report and picture: JOHN WAKEFIELD





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Priceless Panorama

Recalling how Sheffield United Tours lead the way in 1960s coach design, DAVID JORDAN describes in detail the restoration of its Plaxton Panorama-bodied AEC Reliance No 322 (1322 WA).

Flashback to the year 2007. The Sheffield Bus Museum had just completed its move from Tinsley to new premises in nearby Rotherham, and was also in process of changing its title to South Yorkshire Transport Museum, together with introducing a new collections policy to reflect the fact that all types of road transport would now be included. At the same time, a group of ex-SUT employees, the writer included, decided to become members of the Museum with the intention of restoring No 322, which had been languishing in the museum in a poor state for a considerable number of years, and in February 2007 a thorough assessment was carried out.

The Panorama was a joint development between SUT and Plaxtons, the first example, No 285 (3285 WB), being delivered to SUT in 1958. Delivery of No 322 in May 1961 represented the third phase in its development, which featured a large one-piece windscreen and twin headlights, but still retained its Embassy-style rear. The ten delivered in that year

were an equal mix of 30ft and 36ft-long coaches, No 326 (136 AWJ) being the first 36ft-long coach to be registered in the UK.

RESTORATION BEGINS

First of all, the glass and interior seating were removed and stored safely. The remainder of the body panels, front and rear fibreglass mouldings and the saloon floor were removed to reveal a composite wood and metal framework construction that had rotted badly, particularly around the waistrail. It was at this point that we realised that it would take a considerable amount of money and time to complete this project, a somewhat daunting prospect, so the Museum wrote to the post-Mayflower Plaxton management buy-out team led by Brian Davidson, pointing out the importance of SUT and the Panorama in the company's development, in what was its 100th anniversary year. He kindly offered the panels and flooring as a gesture of goodwill. As the SYTM is an accredited museum, it decided to present its case for a grant to the museums,

libraries and archive council, whose independent assessor deemed it worthy of restoration. Consequently a grant of £24,000 was assigned to the project.

The grant, whilst being welcome, placed an onerous burden of responsibility to deliver a high-quality product. It was decided to split into two teams. The mechanical work was to be supervised by Derek Bloor, a former fitter at SUT who had started work there as an apprentice in 1957, and would have worked on 322, so his expert knowledge would prove to

Above: Newly restored Sheffield United 322 (1322 WA), a 1961 Plaxton Panorama-bodied AEC Reliance, poses for pictures in Aldewarke, Rotherham, close to its home at the South Yorkshire Transport Museum. PHILIP LAMB

Opposite page, top: No 322 in service early in its career. A Reliance from the batch delivered the previous year is just visible behind. COURTESY SYTM

Right: Chassis restoration. SYTM

Far right: It's hard to believe that this is the resplendent coach we see today. SYTM

be invaluable. Secondly, David Lovatt, who had spent his career as tool room development foreman at Rolls Royce, was assigned to the job of bodywork renovation. Trevor Weckert, coach painter and signwriter, was given charge of all paintwork and interior refinishing. The Museum was extremely fortunate to have these people on board who would not suffer fools gladly in pursuing the very highest standards of renovation; the results are now for all to see.

David Lovatt set about replacing the rotted timbers with hardwood, a section of the one-piece 30ft hardwood waistrail, was sent to Philip Hodgson wood machinists of Sheffield, so that two new waistrails could be manufactured to a very high precise standard as the top groove had to accommodate the glass together with the top shaped for rain run-off, whilst another groove allowed it to sit on the metal angle waistrail, whilst a groove on the other side sits on the side barge board. Because the coach shapes downward to the rear, the waist rail is fitted by bending it into shape with the assistance of G clamps before being secured with nuts and bolts and woodscrews along its entire length.

Next, the rotten metal side locker and battery box locker were dismantled and sent to a metal fabricator for renewal. The luggage boot was in poor order, so the interior was stripped back to the wooden drop frame to reveal that the base frame again was of a composite construction ie hardwood sandwiched between two 1/4in metal strips. The boot was then relined in sheet metal, and the floor replaced with marine plywood. Finally the boot lid was removed for fibreglass repairs to be conducted around the boot locking mechanism.

EXCELLENT ORDER

Meanwhile Derek Bloor set about the mechanical restoration. The chassis was in excellent order, so it just needed cleaning and silvering before sitting it on wooden sleepers so that the road wheels could be removed for tyre removal and shot blasting. Attention now turned to the wheel bearings that appeared to have flats on them following its long-term storage in one position, so they were replaced and new oil seals fitted. All the springs on 322 are of the swinging shackle type, and some of the shackle pins were seized, so ensued the long and onerous job of replacing them. Given that the coach had been standing around for a considerable number of years, it was only natural that a complete refurbishment of the braking system was the only option.

The drums were sent to Thomas Winnard Ltd for machining to manufacturers limits. The retractor springs and brake adjusters were freed off and cleaned whilst the brake actuators and flexible air hoses were replaced completely. The air brake foot valve and unloader valve were removed, cleaned and set up for bench testing by means of a connected workshop compressed air hose, and a trace leak was found in the foot valve. The unloader valve was re-seated using some valve grinding paste and the two units put back in position.



Attention now turned to the condition of the air tank and fuel tank which were removed and checked for corrosion around the most likely strapping points. It was decided to send the fuel tank, together with the radiator and two internal heater boxes and the demister unit to Auto Cool in Chesterfield for refurbishment.

On return the fuel tank was repainted and a new fuel gauge and float sender, that had been obtained from Ray Trigg in Macclesfield, was fitted. It was necessary to have a new air tank manufactured by Ralph Lee of Braithwell, Notts. New flexible hoses were fitted to the cooling and heating systems as well as isolating taps and bleed screw. The clutch was up to full adjustment on the wear indicator mark, so the gearbox was removed and the clutch and associated parts sent to Truckfix of Cleckheaton for renewal. Meanwhile, the road wheels, including the spare, were sandblasted and painted in BET red and refitted with new gaiters, inner tubes and cross ply tyres by Dixel Ltd of South Yorkshire.





OIL LEAK

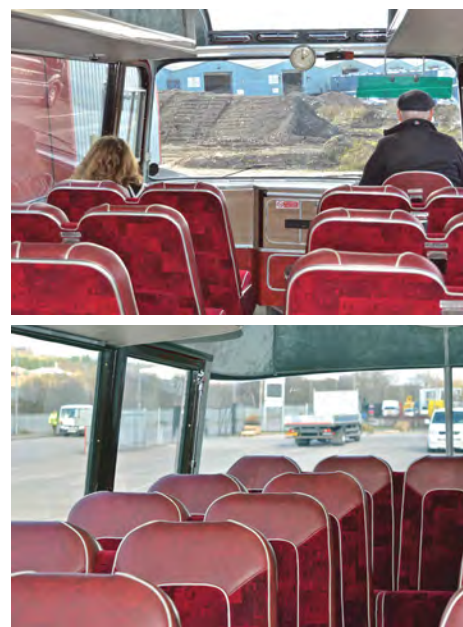
It had been noticed that there was an oil leak from the steering box and two of the side plate nuts had been over tightened and sheared off the studs. Its disconnection from the drag link proved extremely difficult, however, eventually it was removed to the bench and the broken studs drilled out. This was followed by the re-assembly of a new gasket, new nuts and studs, before replacing it back in position with a top up of fresh gear oil.

Derek now decided to replace all the rotten pipework on the 24-point Clayton

Dewandre chassis lubricating system, which fed oil to the shackle pins clutch operation and steering points. This was an extremely difficult and time-consuming operation, concluded by topping up its oil tank. Luxury coach bodies are full of extra electrical fittings, so the long and complicated task of re-wiring the coach was begun by Derek. This included all the basic features such as lights, interior lights, horn, dipswitch destination lights front and rear, boot light, step light, in addition to radio and pa system, three reversible roof extractor fans, two inward side-window

saloon fans, emergency door buzzer and conductor's bell, heater and demister fans.

All the terminal screws on the Simms switchboard were seized, so it was taken home to painstakingly drill out the brass screws and renew with new, before remounting in the cab and the wiring reconnected. The positive and negative cables were replaced and the main isolator switch restored, painted and two new 12v batteries purchased. The heavy-duty oil bath air cleaner was dismantled and extensively cleaned and degreased before being replenished with new oil



and replaced together with a new rubber-connecting pipe.

The radio aerial was replaced and a new 24v radio PA system fitted together with four new roof speakers. At the outset, it was known that the speedometer did not work so the speed generator fitted to the end of the gearbox was sent, along with the fluorescent lighting inverter units, to Alliance Electronics of Halfway, Sheffield. Amazingly, they still had the parts to refurbish the speed generator and it arrived back as good as new.

SEATING

Trevor Weckert meanwhile, set about preparing the 41 seats, which were stripped, cleaned and painted before sending to Eastgate coach trimmers of Pickering for recovering in traditional red moquette and leather. The rear bumper blade was rusty beyond repair, but the restorers found someone working at Malin motor bodies in Sheffield who specialised in the re-manufacture of vintage parts, who was able to fashion a steel replacement to the exact pattern. This was then sent together with all the other extensive chrome parts to Prestige Plating of Wombwell for re-chroming.

It had been decided at the outset to maintain the highest standards, so B&CP team member John Arnold of Leicester was contracted to re-skim the entry and emergency doors as well as manufacturing the offside and nearside rolled skirt panels and to fabricate the aluminium capping's for the waistrails.

Dave Lovatt was now ready to begin re panelling, having persuaded a local fibreglass firm to professionally repair

the front and rear fibreglass mouldings as a gesture of goodwill. The re-panelling was carried out and the top aluminium window capping secured in place before recovering the side locker doors, the emergency door and the entrance door. The traditional SUT in-house design of aluminium side stripes were screwed into place along its length and finished off by inserted silver plastic Herzim strip.

The SUT aluminium wing motifs were manufactured to a high standard having been accurately copied from SUT 374 within the museum. Coates signs of Hillsborough printed an exact replica SUT golden wing motif for the boot door and printed all other trading titles. Trevor also fashioned some new leather gaiters for the gear lever and handbrake before manufacturing a new venetian blind for the front Perspex dome.

MARINE PLY

Dave Lovatt began the task of replacing the wooden floor panels in marine ply finished off by the curved metal skirting panels. The Formica side panels, still in good condition, were replaced down both sides of the coach. Trevor Weckert began interior refurbishment by covering the roof with vinyl and fitting out the roof rack areas with grey velour. The exterior was painted with etching primer, before being coach painted with two coats of traditional BET red and SUT oyster grey by contractor Dave Newsome.

The vinyl rubber flooring was outsourced to a local flooring contractor, given that it has five floor hatches and a central gangway that slopes to the front. The windows are extremely large and heavy, coupled with the fact that the two rear windows are a rounded and difficult shape and irreplaceable, so there was no hesitation in contracting the work to Elite Bus & Coach window glazing, which specialise in vintage bus and coach work. It completed the work in one morning in addition to cutting and fitting one large missing side window on site.

The Panorama coach of this period, somewhat still in the development stage, had one endearing problem, the large panoramic picture windows did not open, consequently, it could get extremely hot inside during the summer. Plaxtons were aware of this and attempted to deal with this in several key areas. Dave Lovatt refurbished the four 'Weathershields'

pop up sunroofs, fitted with extremely strong coil springs. This proved a problem, as when the arms were disconnected the springs could fire off the fittings in Kalashnikov fashion. Dave made the operation safer by drilling a small hole in the tubing and then inserting a nail into the hole to check the spring so that the arms could be removed safely. New rubber seals were fitted to the Perspex domes and additional new seals were fitted to the aluminium frame that sits in the coach roof.

At this time, the Panorama was fitted with four chrome roller vents along the top of the front windscreen to deal with the ventilation problem in hot weather. These were now fitted after re-chroming. Two large fans that had been refurbished were re-fitted to the front of each luggage rack, and, when switched on, presented fresh air along a duct in the luggage rack complimented with outlets placed near the window along the entire length of the coach. Finally, Plaxtons had installed three electrically operated roof fans operated by three tumble switches in the driver's cab area, that were unique in that they could blow fresh air in, or extract it out.

Now began the final fitting out. The front entrance door was rehung and the newly chromed mechanism replaced. The front handrails were replaced together with the front modesty panel that had been covered in red leathercloth as well as the area around the front of the coach. When the coach was new it had been fitted with 36 touring seats. However, as was customary at the time, at year five, SUT refitted the coach with 41 seats for use on express and other work.

The remade seats were now fitted, and, true to the commitment to refurbish the coach as accurately as possible, 41 chrome ashtrays were re-fitted to the rear of every seat, a timely reminder that that in 1961 it was unusual not to smoke.

This feature covers only the main points of restoration and cannot cover all the intricate and obvious details like replacing fuel and oil filters, changing engine and transmission oils and putting a battery in the clock. If there is anything to learn from this restoration, it is that adequate funds are needed to finance it, in addition to a skilled and dedicated team leaders with ultimate authority, to prevent people pulling in different directions, and most importantly, a reliable people that will stick with the venture until its ultimate conclusion.

Top: **Of all the versions of the Panorama, this one, in your Editor's view, was clearly the best. He remembers seeing SUTs outside the Southsea hotels on a Saturday loading the luggage for the then lengthy trip home to Yorkshire.**

PHILIP LAMB

Inset: **Controls at your fingertips...** SYTM

Bottom left: **As mentioned in the text, the rear of the 1961 Panorama was derived from the contemporary Embassy coach body.** PHILIP LAMB

Bottom right: **Low-back seats were part of the Panorama experience — they offered passengers maximum benefit of the views afforded by the panoramic windows. An idea copied by other prestige coach operators such as Southdown.**

PHILIP LAMB



DAVID JUKES presents this month's selection of older buses and coaches seen out and about on the highways and byways.

DERWENT DUTY

Operating school contract duties in Central Bedfordshire on 8 February is Chiltern Travel's H151 SKU, a 1990 Plaxton Derwent-bodied Volvo B10M-55 new to Smith of Alcester, which traded as Yourbus. The bus was subsequently operated by Travel West Midlands, Marbill of Beith (with which it was up-seated from 55 to 69) and Stuarts of Carlisle, in which livery it currently remains. Picture: CALUM MACLENNAN



STAFFORDSHIRE SCHOOLS

Plying their trade on school and college duties in Leek on 8 February are Andrews of Tideswell J4 AOT, a 1995 Van Hool Alizee-bodied Volvo B10M-62 new to Shearings as its No 685 (M685 KVV), and Wint's Coaches of Butterton F705 PAY, a 1989 Mercedes Benz O303 new to Redwing of London. The coaches have been part of their current owners' fleets since 2002 and 2003 respectively. Pictures: DAVID LONGBOTTOM





LINCOLN CITYZEN

Operating a shuttle service for a Lincoln University sporting event on 26 February is a very smart PC Coaches of Lincoln R880 HCD, a dual-purpose East Lancs Cityzen-bodied Scania N113 new to Brighton & Hove as its No 880 in 1998. Picture: DAVID LONGBOTTOM

TIGER TOURS

Seen in Paisley on a wet 4 February during an Omnibus Society tour is Swift Coaches of Barrhead J930 UNC, a rather tidy dual-purpose Wright Endeavour-bodied Leyland Tiger new to Ulsterbus in 1992 as its No 1413 (WXI 4413). Preserved former Robinson of Great Harwood No 206 (PIJ 5170), a 1985 Duple Caribbean II-bodied Leyland Tiger originally registered B206 AFV, is seen outside Bury Bolton Street railway station on 19 February during the East Lancashire Railway's Spring Diesel Gala.

Pictures: MARK SHILLINGLAW (right) / CHRIS NEWTON (below)



DEVON HERITAGE

Preserved former Stagecoach Devon No 701 (P701 BTA), a 1997 Alexander ALX200-bodied Volvo B6BLE-53, is posed beneath the Dartmouth Steam Railway's Hookhills Viaduct on 11 February. Passing on the viaduct is the Railway's former Great Western Railway 4200 Class 2-8-0T No 4277 Hercules, built at Swindon Works in 1920.
Picture: WILLIAM SPENCER





LION

Back on track

In the first of a two-part feature, JASPER PETTIE tells the story of W. Alexander & Sons 1935 Leyland LT5A P705 (WG 3260).



The 1970s were something of a golden age for budding bus preservationists. Many elderly half-cabs were still around, and for a relatively small initial outlay, could be acquired in reasonable condition, some examples harking back to the 1930s or even 1920s. But as the decade wore on those that had not already been snapped up by the 'preservationists' tended to be cut up, scrapped or had otherwise mouldered beyond redemption.

IN LIMBO

One which hadn't, and stubbornly hung on in limbo, nevertheless remained in full view for all to see. To the south of St Andrews, just on the town's boundary, was located an abattoir which, in the days before centralisation of such establishments, conducted a brisk trade in processing local livestock into carcasses as the first step in the food chain. In its driveway there had languished, for a number of years, a prewar Leyland Lion bus, WG 3260, which had been converted

into a mobile caravan. Under normal circumstances I would have pursued its acquisition with my customary vigour, but my initial reluctance to do so will become apparent as I explain further.

At the end of World War 2 Scotland's largest bus operator, W. Alexander & Sons, purely as a stopgap measure, produced a total of 25 single-deck 36-seat saloon bodies for fitting to older chassis. Fourteen of these were drawn seemingly at random from Alexanders' own stock of 1935 Leyland Lion LT5As — 12 with WG registrations, one with a GS registration that had been used on Perth City services, and a secondhand example (FG 9576) that had been acquired with the business of Ramage, Lundin Links. The other 11 were ex-Central SMT stock acquired from Millburn Motors and were a year older. The new bodies were built to a semi-utility appearance using metal framing similar in pattern to Leyland's on its double-deck bodies, and in outline were not dissimilar to the original Alexander bodies on the

Alexander LT5As, but with one bay less. At the same time new 6-cyl diesel engines were fitted in place of the original 4-cyl. Leyland units (also diesel), some with Leyland 8.6-litre, others with 7.4-litre engines released from military use, and, remarkably, some with AEC 7.7-litre engines from the same source. As such these were numbered in the P-series as the new bodies were built and interspersed with other Lions being re-engined but not rebodied. All 25 were in service by December 1945.

Perth depot was to play host to the majority, at least in the early days of their reincarnation, and looking back they must have been just about the first buses I became aware of and travelled on as a small boy living there in the late-1940s/early-1950s. Indeed, several were painted red for Perth City operation, and their distinctive outline left a definite impression in my young mind. Some latterly migrated to Alexander subsidiary David Lawson of Kirkintilloch and my subsequent connections with Glasgow resulted in my catching up again with these old favourites, still running faithfully but in an entirely different setting. Alas, all were withdrawn in 1958/59 and, I thought, that's the end of that.

As things turned out, of course, it was far from the end of the story. The rescue and subsequent restoration of P721, one of the ex-Central LT5A rebodies (VD 3433), has already been well-documented and as I write this I realise that I have now owned it for almost 45 years! But back in the mid-1970s the survival of the Lion at St Andrews, WG 3260, Alexander P705, seemed almost a disappointment bearing as it did another 1945 (re)body identical to P721. Would that something more representative of the Alexander fleet as a whole, such as a Coronation TS7 or TS8 'special', had survived instead, but it was not to be.

PURCHASE ATTEMPTS

However, there it was, and despite bringing it to the attention of other enthusiasts no-one seemed interested. Enquiries at the abattoir led me to the farmer in nearby Cupar who owned it and the bus. I learned that it had received its caravan conversion soon after sale by Alexander in 1959 with a view to it attending horse show events which the farmer was involved in. In the event, I

was told, it had not been much used for this purpose and had been laid up at the abattoir for quite some time. My initial approach to the farmer, however, was instantly rebuffed — the bus was not for sale. Period.

A few years went by. Then, in late-1979, on a visit to St Andrews one day (Nothing to do with buses on that occasion!), I remembered the old Lion and drove round to the abattoir. Sure enough, it was still there. By now I was involved in a couple of restoration projects involving prewar Leylands and suddenly the idea of a donor vehicle providing parts began to appeal. What the heck, I thought, let's give it another try. I drove straight to the Cupar farmhouse and the door was answered by the farmer's wife. I stated my business and offered a cash sum for the Lion. 'I'll go and get him,' she replied. Minutes later, she was back. 'He's not interested at that price.' With some exasperation I opened my wallet and produced its entire contents, in cash. 'That's my final offer,' I insisted. At the sight of my hard cash, she retreated, and much mutterings could be heard coming from within. Presently she returned. 'He says you can have it,' she said. I got her to make out a receipt — and the farmer had never risen from his living room chair! I never saw him that day, nor ever again.

I set about making the necessary arrangements to uplift the Lion without delay — I wasn't going to risk something happening to it now that I owned it. At the abattoir the bus had been parked in a driveway with a gate to the main road and a gate to its rear. Unfortunately at some point the pavement had been resurfaced to above the bottom of the front gate and the bus was effectively imprisoned within this makeshift compound! There was nothing for it but to remove the front gates by bodily lifting them off their hinges, which meant cutting through the rusted bolts and providing replacements to a similar pattern.

One Saturday a few weeks later, a squad of us set forth with recovery wagon in the shape of an ex-Alexanders Leyland Tiger TS8 and in no time had lifted off the gates (the bolts having been cut off earlier). Some preparation had already been done on the engine; it had been turned over, and seemed free enough. All six tyres were flat and we replaced the wheels with a fresh set with good tyres for the tow

home. A set of batteries was connected up — everyone held their breath — but she fired up first time! We wasted no time and she was driven straight out of her long-term resting place on to the road and round the corner to the abattoir car park where a more thorough inspection could take place. Duly hitched up to the wagon, we proceeded for home down the A915 towards Leven with yours truly in the Lion. The only hairy moment on that journey came when rounding a corner downhill into Upper Largo at a fair lick we were unexpectedly confronted by temporary traffic lights (at red, of course) and emergency braking was urgently called for. For a second I thought we were in deep doggy-do, so in a panic I yanked on the Lion's handbrake which, amazingly, locked up the back wheels amid great clouds of smoke! That did the trick and we just managed to stop in time. Phew! After more than 35 years such memories remain firmly fixed in the mind!

Opposite: **Alexander (1946)-bodied 1935 Leyland LT5A P705 (WG 3260) on service in Leven during the late-1940s.**

GEORGE HEATHCOTE

Right: **The Lion as found in the abattoir at St Andrews.**

JASPER PETTIE

Below: **P705 emerges from the abattoir in December 1980.**

JASPER PETTIE

SPARES OR REPAIRS?

Safely back at our Pathhead base (this was long before our tenure at Whitburn, let alone Lathalmond) P705 was immediately put to good use. Its arrival coincided with the restoration of open-top SMT Leyland TD5 DSG169 at Eastern Scottish Marine Works, and some of the window pans from P705 were used in the restoration of it to its closed top condition. As the 8.6-litre engine in similar P721 was proving troublesome it was replaced by that from P705 (where it remains to this day and has run sweet as a nut ever since). P705 became a tyre store and over the next few years many smaller body parts and mechanical units were removed and utilised elsewhere. In due course it was decamped to the new base of the Scottish Vintage Bus Museum at East Whitburn when our original premises at Pathhead were sold and subsequently on several occasions narrowly missed being dismantled altogether.



Then a surprise event in the mid-1980s ultimately sealed its fate.

A friend in the enthusiast publishing business told me that his brother, on visiting in-laws in the far north, had spotted the remains of an old half-cab single-decker in an adjacent property. Not being in the slightest interested in buses, the brother nevertheless had taken a photo of it which showed it to be another of the 25 Lion rebuilds. It turned out to be P710, the ex-Ramage Lion referred to above. We wasted no time and shortly thereafter one Saturday a squad equipped with appropriate tools and equipment set off before dawn for Kinlochbervie on

the north-west coast — one of Scotland's remotest villages and over 200 miles from Whitburn! When we arrived we found the bus situated on a headland overlooking the Atlantic Ocean. The effect of the salt-laden air had corroded every bit of ferrous metal and recovering it intact would have been impossible. But there was plenty that could be re-used, and a deal was struck with its most helpful owner. In no time we had removed the aluminium window pans with the glass still intact, the windscreen and numerous other body and mechanical parts that were still salvageable. It was at that point I took the decision that no more stripping of P705 would take place; its

body frame was still in good condition and I would now commence to stockpile parts for its eventual restoration. This we did: items such as engine, gearbox and seats were acquired and set aside. I had no idea then that more than 25 years would elapse before a start would actually be made.

But with a myriad of projects occupying my time, together with raising a family, intervened in the interim, including the relocation to Lathalmond from East Whitburn in the mid-1990s resulted in just this amount of time elapsing before any further attention was paid to P705. It was therefore not until 2010 when we did make kind of a start by stripping



out the interior caravan fittings which revealed the interior panelling, floor and rear wheelarches more or less intact. We then inspected the underneath; again, a relatively corrosion-free chassis revealed itself. Restoration was a job still worth doing. We were up and running.

RESTORATION PROPER BEGINS

Then towards the latter part of 2012 the resident Lathalmond engineer, Andrew Crockett, finally commenced restoration proper. He began at the rear by stripping out the wooden framework which was badly rotten and using the parts as a template to make a whole new frame, the emergency door being put aside for attention later. I stripped the paint off the rear domes, inside and out, in readiness for refitting.

The body frame sides are steel-formed U section, Leyland style, with wood fillets inserted into the U for fixing the panels. Only some local repair was necessary here and there to the frame but not surprisingly the wood fillets had all long since rotten. Andrew proceeded forward, bay by bay, first nearside, then offside. Once completed he turned his attention to the roof, again bay by bay. A couple of the

Opposite page, clockwise from top left: **The rear end taking shape in December 2012.**

Time to tackle the front end — January 2013.

Further front end progress in June 2013.

Below: **It's August 2016 and Andrew Crockett fits new front springs.**

Above: **Sister vehicle P721 (VD 3433) on heritage service in Perth, summer 2002.**

All: JASPER PETTIE



roofsticks had all but disappeared in the middle but new pieces were fabricated and spliced in and the others patched where necessary. Andrew then removed the front domes and destination box framing to use as templates for remanufacture in seasoned ash.

Work proceeded slowly in early 2013, progress hindered somewhat by the bitterly cold weather. By May, however, the new front dome area had been installed, and destination gear sourced and fitted. A new nearside entrance door pillar was made from seasoned ash. I had earlier acquired an Alexanders Perth depot screen, and over the winter I spliced in some extra destinations which I had created at the kitchen table on white linen sourced from a local fabric shop. A start had been made on the cab frame which was in a very poor state and new entrance steps likewise had to be fabricated from what was left of the originals. We had of course P721 in the Exhibition Hall to refer to, which helped in many respects. While Andrew worked on the framing and fabrication aspects I was busy cleaning and refurbishing smaller components as well as sourcing items ahead of Andrew's requirements so as not to hold him up. One job I tackled at this time – albeit in stages – was stripping the old paint, layer by layer, from the cab interior, a nasty job which required all kinds of contortions which my aged body protested at.

As far as the mechanicals were concerned we had acquired pretty well everything we needed; if not physically still on the bus, certainly to hand. I had over the years acquired and stockpiled

several Leyland 8.6-engines when the opportunity had arisen.

With some foresight, I had cleaned and dressed up the window pans rescued from P710 earlier; we had a full set with only one exception. I was also able to strip down and refurbish the front and rear hydraulic brake cylinders; we obtained a servo with tank-style master cylinder to replace the one missing off the bus but the master cylinder was found to be bereft of certain vital parts. Sourcing spares or a complete replacement has proved surprisingly difficult but at long last a complete unit has been found and at the time of writing we await delivery. Its condition is as yet unknown but hopefully will provide enough parts to build a complete cylinder.

However, as so often happens, the initial impetus started to tail off at this point. Other factors (not relevant to this story) kicked in at this point and by the summer of 2013 progress had all but ground to a halt. It was to be another three years before any further progress could be made during which time I had turned my attention to completing the restoration of my 1935 Leyland TS7/Cowieson, former SMT H110, the squad who had been working on it having departed leaving me 'holding the baby', so to speak.

It was therefore not until early 2016 when work was able to recommence on P705. The chassis was cleaned, wire brushed and silvered, the rear brake rods freed off and the front springs replaced with newly-manufactured ones. We were off again . . .



Rear engines

Even those new-fangled buses with the engine at the back had some uses when their passenger-carrying days were over! And what a variety we have for you this month. From cakes to marching bands they're all here — even Santa gets a look in . . .



Above: **Hales Cakes** in Bristol was well-known for its smart fleet of staff transports, the most notable of all being East Lancs-bodied Leyland Atlantean HHT 57N, bought new in 1975 and featured previously in this column. Keeping company with the Atlantean on this occasion are former London 1974 Daimler Fleetline/MCW THM 652M and former Plymouth MCO 669, a 1956 MCCW-bodied Leyland PD2/I2, which, following withdrawal by Hales, became a driver-trainer with Hallmark of Luton before ending its days as a caravan — quite a career!



Left: A significant vehicle, former Liverpool E2 (372 BKA) was delivered in December 1959, one of three buses for comparative trials alongside an AEC Regent V and an AEC Bridgemaster. Following an evaluation tour of most of the city's garages, the MCCW-bodied Leyland PDRI/1 won the day and was used to experiment with internal layouts etc with a view to designing a vehicle suited to service in Liverpool. Withdrawn in 1978 it was converted to a caravan undertaking tours of Southern Europe. Following a number of years out of use, E2 served as a driver-training vehicle for one of the new independent operators set up after bus deregulation in 1986. It was then donated to the Mersey & Calder BPG in 1996, passing to the Merseyside Transport Trust on its formation in May 1999. It is seen here in 1991 whilst still fitted out as a caravan.

Right: Following withdrawal by Trent, 1960 Roe-bodied Leyland PDRI/1 RRC 79 was acquired by Bailey Records & Management and was used over a wide area to promote nightclubs and tours by 1970s bands including Showaddywaddy!

Below left: Seen here in use as a Showbus control bus in September 1988, JSC 854E, a 1967 Alexander-bodied Leyland PDRI/1, started out in Edinburgh as its No 854. Sold to Derby for use as a special events vehicle, the Atlantean later saw service promoting Goodyear tyres.



Above right: This scene was recorded in Plymouth in May 1986. Both of these buses were acquired by the Emerald Ambassadors Marching Band (later the Plymouth Ambassadors Show Band) from Plymouth City Transport, the Bristol LH6L having started life with Western National as its 1592. The vehicles are 1967 Leyland Atlantean/MCW FJY 906E which disappeared c1995, and 1973 Bristol LH6L NFJ 592M, which saw later service with Woods of Buckfastleigh and is now at Colebrook near Plymouth awaiting restoration.

Left: Seen at Sheffield's Greenland depot in 1985 is SYPTE S7 (HWJ 711J). A 1971 Park Royal-bodied Daimler Fleetline, the bus was converted into a mobile Santa's Grotto in 1983.



Left: New to Teeside as its L525 in 1972, NCME-bodied Daimler Fleetline BXG 525K is seen here in June 1984 soon after conversion into a promotional vehicle for Rochford Leisure.

Below: This one's been hanging around in the 'After Famous' box ever since the column started, so even though its strictly speaking still a PSV, we thought it was time to move it on. A former Nottingham 1974 East Lancs-bodied Leyland Atlantean OTO 574M is seen here in use with Fourways Coaches of Chelmsford. The bus was later converted to open-top by Guide Friday for service in Edinburgh.



Right: Lonsdale Coaches vehicles are familiar visitors to these pages as a result of the large fleet of contract vehicles maintained. Amongst its customers was Pontins, for whom ex-Greater Glasgow 1975 Alexander-bodied Leyland Atlantean JGA 184N, seen here in Lancaster in May 1989, transferred happy campers to and from its holiday facilities in Heysham. Acquired in 1987, JGA 184N had seen interim service with Rigby of Patricroft from 1982, passing upon withdrawal by Lonsdale to Crainey of Kilsyth.



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A Journey into HISTORY

In the second instalment of a two-part feature, DAVID JUKES continues his look at The East Kent Nostalgic Bus & Coach Trust and learns more about how Adrian and Jonathan Baxter's plan to best use the Trust's Heritage National Lottery grant.

The Trust's Heritage National Lottery grant of £50,000 over three years is intended to help preserve its buses. Four have restoration work programmed for 2016 with eight in total planned to receive attention through the full three-year period.

The grants will also assist the creation of a volunteer programme to ensure those joining the Trust will be trained by an external group. An educational programme will also be created, for which the Trust has a qualified teacher lined up to coordinate and arrange the key stages.

'It was suggested we spoke to the London Transport Museum to find out how their staff engaged with the younger generation,' considers Adrian Baxter. 'They advised we had to connect with the key educational stages as a trigger for interest — a

challenge for all transport museums.

'A main part of the grant conditions is the establishment of a mobile museum,' he continues. 'Stagecoach South East provided Volvo Olympian R139 EVX for this — we had ex-Provincial Leyland National HOR 416L but found it too small for the purpose.

'We have to strip the Olympian out and fit display cabinets,' states Adrian. 'We have accumulated East Kent publicity material, posters, bus stop flags, timetable cases, coach tour guides, tickets, office paperwork, uniforms dating from the late-1950s to the early-1990s,

and destination blinds, although most of the last will go into the buses in due course.

'It will be a presentation of East Kent history,' adds Jonathan, 'and is intended to accompany any of our mobile vehicles to rallies and other events.'

Year three is key to the Trust as it seeks a covered permanent home to guarantee a long-term future for its buses and coaches, almost all being sole ex-East Kent survivors of their types. An open approach to a museum location is adopted;

Adrian and



Jonathan consider the Folkestone area ideal although it could be sited anywhere within East Kent's operating area except Dover where an established transport museum is in place.

Preservationists should take note of Adrian's concluding comments: 'We were advised by the Heritage Lottery that not enough bus-related grant applications are being made. The Lottery grant gives us real credibility; now we have that and the Trust's governance in place we can fully concentrate on the hard work of getting the buses restored.'

East Kent Nostalgic Bus & Coach Trust is ensuring the former East Kent vehicles and artefacts remain a focal point of local transport history in Kent as part of our continuing national heritage. Please do not forget to visit the Trust's website: www.eastkentnostalgicbusandcoach.com to find out more, join the membership or make a donation.

Our grateful thanks to Adrian and Jonathan Baxter for their kind assistance and hospitality.



The East Kent Nostalgic Bus & Coach Trust's outside storage site hosts amongst others Plaxton Elite II-bodied AEC Reliance DSL 856 (521 FN), Bristol VRT/SL3 XJJ 663V and ECW-bodied Leyland Atlantean JJG 1P. Pictures: DAVID JUKES

PART 2 The Rest of the Fleet

EFN 562

This 1950 all-Dennis Falcon P3 was acquired from a farm near Paddock Wood in June 2011. Here, with two sister vehicles, it saw use before being laid aside for 17 years. Extensive restoration will be required owing to its condition; the chassis and roof are sound but the structure between is life-expired. A rear upright has been replaced using ash and is key to the Falcon's restoration as a pattern for the other 25 uprights that need replacing. Funding for the necessary work has kindly been made available by a generous Trust member, but it will most likely be the Trust's final restoration.



1950 all-Dennis Falcon EFN 562 is kept under wraps as it awaits its turn for restoration.

VJG 187J

1970 Marshall-bodied AEC Swift, VJG 187J was acquired by the Trust in July 2012. Remedial work is required to stop its roof leaking and replacement panels and structural members are required around the Swift's rear. The engine issues that saw its removal from the rally circuit have been remedied, while the final touch will be a repaint in traditional East Kent colours to replace the incorrect hues currently carried.



Above: East Kent did not receive any rear-engined buses until its 1969 deliveries of AEC Swifts and Daimler Fleetlines. More of both types followed including Marshall-bodied Swift VJG 187J. This bus is substantially complete although requires roof and rear-end rebuilding.

Left: Seating currently fitted to the Swift is non-original but will be retained for the foreseeable future owing to its sound condition. Ceiling-mounted luggage racks were specified by East Kent.

JJG 1P

A 1976 Eastern Coach Works-bodied Leyland Atlantean AN68, JJG 1P, is the last surviving ex-East Kent Atlantean in the UK. It was previously owned by Adrian and Jonathan but sold to London Bus & Truck of Northfleet. Reacquired in June 2012, it has since been the source of much interest. A replacement Leyland O.680 engine has been sourced to replace the ailing unit currently fitted, while its rotten roof structure has been renewed using sound panels and framing sourced from a contemporary Eastern Coach Works-bodied Bristol VRT. Adrian and Jonathan admit the Atlantean is proving a challenging bus to restore. A return to the National Bus Company poppy red livery carried when new is intended.



Left: The Eastern Coach Works bodywork fitted to JJG 1P has received a roof structure removed from a similarly bodied Bristol VRT to replace the rotten original. The new roof is in place but awaits the fitting of its interior panels; those for the domes are stored on the upper-deck floor pending fitment.

Far left: Eastern Coach Works' double-deck bodywork of the 1970s was more usually fitted to the Bristol VRT chassis which required an enclosed rear end; the Atlantean bustle as carried by JJG 1P provides a not unattractive alternative.

NFN 84R



1977 Leyland National, NFN 84R is thought by Adrian and Jonathan to be the sole new to East Kent National in existence. The dual-purpose machine, acquired in August 2011, is the prime vehicle currently being worked on. Rotten metalwork at the rear has been removed and replacement parts ordered. All wheelarches require welding while the original seat frames have been refurbished. The original seat cushions and backs will be reused, the former after recovering, although the East Kent headrests have been replaced with a set previously fitted to an identical Maidstone & District vehicle.

Left: Replacement windscreen wipers will be required for Leyland National NFN 84R!

Below: Seat cushions and backs plus the high-level luggage racks have been temporarily removed from the National to assist its restoration.



XJJ 663V



1980 Eastern Coach Works-bodied Bristol VRT/SL3 XJJ 663V was the final ex-East Kent VRT in Stagecoach Group service. It was latterly owned by a Hull-based preservation group, but remained in store at Worthing. The Trust was contacted and the bus changed hands in December 2013. XJJ needs more work than anticipated; a new lower-saloon floor and an engine rebuild are required before repainting in post-privatisation East Kent livery can be considered.



Left: Bristol VRT/SL3 XJJ 663's exterior currently retains its final Stagecoach East Kent livery.

Above: The VRT's upper deck is pure early-1980s National Bus Company specification.

J812 NKK

1991 Northern Counties-bodied Leyland Olympian J812 NKK is the latest addition to the Trust's collection. The bus was new to East Kent as its No 812 and will be restored to the operator's post-privatisation livery.

N373 LPN

A 1995 Alexander RL-bodied Volvo Olympian, N373 LPN was new to Stagecoach East Kent as its No 373. It will be restored to the Stagecoach Group's striped corporate livery carried by the bus when new. This bus was generously donated by Stagecoach South East.



Olympian N373 LPN's interior retains original specification upholstery, albeit most removed from identical R139 EVX with the remainder reupholstered to match.

R139 EVX

A 1998 Alexander RL-bodied Volvo Olympian, R139 EVX was new to Stagecoach East London as its VA139. This is the sole vehicle in the Trust's collection that was not new to East Kent and is being converted to a mobile museum, work that will include reinstatement of its centre exit doors to improve visitor circulation.



Rear lower-deck seating will be retained in R139 EVX to provide a volunteer rest area; a bench seat will be reinstalled above the nearside rear wheelarch presently occupied by the neighbours' cat.

EAST KENT RECALLED



In the years running up to the formation of the National Bus Company in 1969, The AEC Regent V with 72-seat Park Royal became the double-decker of choice at the East Kent Road Car Co. These robust, sturdy and indestructible machines soldiered on through the NBC era, and following deregulation, many went on to perform both PSV and non-PSV roles before becoming preserved in some numbers. The single-deck fleet during the period was somewhat more varied and included some less standard types such as Alexander-bodied AEC Swifts and Daimler Fleetline. Here then we bring you a round up of NBC's East Kent, with one traditional-liveried bus tossed in for good measure!

Here at Canterbury in April 1980 we see this pair of Park Royal-bodied AEC Regent Vs awaiting their next duties. 1966-built GJB 750D later became RV1 with Leaside Travel as a trainer and special events vehicle. Passing to Arriva London, it was subsequently sold to Ensignbus (dealer) before passing into preservation. Its neighbour AFN 781B, new in 1964 was withdrawn in 1981. Pictures: PRESBUS ARCHIVE

The 1959 batch of Regent Vs were full-fronted. Some were converted to open-top in later life for use at the Kent coast resorts. Here at Margate in April 1980 is PFN 855.

Seen here still in East Kent colours is 1961-built AEC Regent V WFN 840. In later life this bus would see service with Partridge of Hadleigh.



In June 1979 bound for Arlington we see 1964 AEC Regent V/ AFN 782B. This bud would see a further two years' service before withdrawal in 1981.

OFN 713F was a standard BET-style saloon comprising an AEC Reliance chassis and Marshall body. New in 1968, the bus is seen in Dover in June 1979.

Our last featured AEC Regent V is 1967-built MFN 950F. This bus is currently to be found in excellent condition outside a branch of McDonalds in Budapest. Long way to go for a Big Mac though!



Seen at Dover Priory in April 1980 is Alexander-bodied AEC Swift YJG 582K, which had been new in 1971.

ECW-bodied Leyland Atlanteans featured in the fleet from 1976 onwards when 15 were delivered. Seen here at Westwood in April 1980 is JJG 1P, the example now in preservation with the aforementioned East Kent Nostalgic Bus & Coach Trust.

Finally in this view at Ashford, date unknown, we see 1955 Weymann-bodied AEC Reliance, KFN 233 and 1967 Marshall-bodied Bedford VASI, KJG 104E.





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Merseyside madness!

Merseyside Leyland National No 1000 (OHF 858S) has been faithfully restored, and there are some bonus buses too! With the help of owner JOHN CHERRY, we tell its tale.

No 1000 was delivered to the MPTE's Southport depot in May 1978 as a private hire vehicle to replace a Duple-bodied Bedford which had joined the PTE following the absorption of the St Helens municipal fleet. In view of its intended role, the new National had 45 dual-purpose seats to a design different from those fitted to NBC examples, but trimmed in standard orange 'Teddy Bear' moquette.

NO 1000 ENTERS SERVICE

John Cherry takes up the story: 'I was a conductor with Crosville at the time, and went up to Southport to see it on its first day in service, a Saturday. On my way to

Merseyside 1000 is a dual-purpose saloon with seats that differ from the norm. It is seen here near the NWVRT's base at Kirkby on the outskirts of Liverpool.

Pictures: PHILIP LAMB

the depot to find out where it was, I came across it at the old terminus at Blowick, about to commence its first ever service journey on route 5 to Everard Road. I took a picture and would have been its first ever passenger if someone hadn't got on whilst I was taking it. Following a very pleasant ride, I resolved that one day I would buy the bus for preservation, being fascinated by Leyland Nationals, having conducted both bus and dual-purpose examples at Crosville.

'No 1000 settled down to a mixture of service and private-hire work at Southport under the control of depot superintendent and well-known enthusiast Peter Gasgoine, who took the National very early on to London Transport's Aldenham Works on an enthusiasts' trip, and very kindly supplied me with photographs of the event with the bus surrounded by new Leyland Titans and Leyland Nationals. He also gave me a picture of it, without fleetnames, on a test run he carried out to Woodvale terminus, apparently to see if it would fit and be able to turn around there. I'm sure he will forgive me for doubting that was the real reason, as Southport depot already had eight Nationals that had been to Woodvale many times since delivery in 1974!'

PARK & RIDE

No doubt the limitations of a private hire vehicle without any luggage room soon became apparent, and, following the delivery of two similar vehicles: Nos 1001/2 (RKA 886/7T), in 1979, a pair of Duple Dominant-bodied Leyland Leopards: 7003/8 (WWM 576W, YKA 8W) were delivered, pushing the three dual-purpose Nationals, then renumbered 7000-2, onto regular service work.

Continues John: 'The three dual-purpose Nationals settled down on Southport's Park & ride routes, in my view being totally wasted on these duties, but nevertheless easy to find and to photograph.

Following deregulation and gaining maroon Merseybus livery before leaving Southport and a short spell at Laird Street Birkenhead, Nos 7000-2 were allocated to St Helens, switching to a much harder life purely as a bus. Surprisingly the trio all kept their dual-purpose seats but started to look battered and unloved both inside and out, Southport having been a much easier operating environment.'

In April 1993, MTL acquired Fareway, a very successful deregulation operator in Liverpool, keeping it as a separate company and painting several transferred





Off peak		Peak		Forcible Key		Stamps
Adult	Child	Adult	Child	A	B	
12p	6p	12p	6p	A	2	
20p	10p	20p	10p	B	4	
30p	15p	30p	15p	C	6	
40p	20p	40p	20p	D E F	7	
50p	25p	50p	25p	G H J	8	



Main picture: **Certain liveries suit the National well, that of Merseyside PTE being no exception.**

Inset: **Interior is superbly tidy with seats re-upholstered in correct-spec moquette by Blackpool Trim Shop.**

vehicles in its blue and yellow livery including the DP trio, using them as 'battle buses' on the F5X against GM Buses North. They were subsequently transferred back to St Helens and painted in the then new corporate MTL livery with Lancashire Travel fleetnames.

AUCTION

Back to John: 'In 1995 the bus war ended and MTL decided to sell off all of its "Mk1" Nationals at an auction at Edge Lane Works. I obtained a catalogue and bidder number, but since no-one knew when 7000 would go through, I had to be there when the auction started at 10 o'clock. It finally went through at 6 o'clock in the evening! Several Nationals received no bids and were sold for £500 for scrap. I was competing against Northern Bus, which subsequently got Nos 7001/2, after I had paid £1,200 + VAT for 7000 complete with a new set of tyres.

'I soon discovered that 7000 had been supplied new with a more powerful version of the 510 engine and high-speed differential, and was still capable of 65mph (on the motorway of course!). There must have been something special about the engine as all three DPs kept the same unit following each rebuild.

'I repainted 7000 in my Aintree Coaches red and cream livery (probably what it would have looked like if Southport had bought it), restoring the







number 1000 to the bus as well as my L3 fleet number.

'The National settled down on a mixture of Merseytravel tenders and private hires. I took her on army work to Ripon, Otterburn on the Scottish borders, Ollerton, Bovington camp and one memorable trip empty to Salisbury Plain to return 20 soldiers the next day to Liverpool. As we bought newer coaches, the National was used less and less, being retired in 2002 following use at our Wirral depot on Merseytravel schools.

RESTORATION

'For several years the bus sat at the Aintree depot until finally I decided in 2009 to send her to Blackpool for

restoration. Progress was slow but a lot of good work was done on the frame and floor before things came to a halt following the demise of Busworks.

'I then had the bus towed to the North West Vehicle Restoration Trust in Kirkby to be finished off by Phil Roberts, an excellent tradesman who completed the bodywork and painted it in MPTE green. The seats were restored and retrimmed by Blackpool Trim Shop, which also made new headrests. The window rubber was supplied by the Grampian Transport Society, with the windscreen rubber coming from the Leyland National Group.

'Finally, in 2014, we restarted the engine. A crowd gathered to witness the event. I said

that if it didn't smoke and rattle as if it was filled with nuts and bolts I would be quite upset! I wasn't disappointed — the 510 roared into life covering the place in smoke and screaming for all it was worth, and no doubt this is why our treasurer, Rob, has a bad chest to this day . . .

Having sorted out air, oil, fuel and water leaks, I drove the bus down to Mark Owen at Central Bus Restorations for electrical work to be carried out and an MoT obtained. The National debuted at the NWVRT 2014 running day, Harry at Avalon signs having supplied and fitted the Merseyside Transport fleetnames. Thanks are due to Mike Cammack at the Merseyside Transport Trust who put me onto Greens in Manchester which was able to make up for the '1000' fleet numberplates.'

No 1000 will be running at the NWVRT Running Day on 4 June this year along with Leyland Panther 1039 and the other former MPTE vehicles featured here. The NWVRT is planning its best ever running day with many, many more buses in service including West Midlands Foden-NC No 6300 and several surprise launches on the day. We'll be there, hope you will be too!

Above: **Swift and Panther**— the Marshall-bodied AEC came to the PTE from St Helens, whilst the MCW-bodied Leyland was new to Liverpool.

Left: **Representing the large fleet of Alexander-bodied Atlanteans operated by the PTE is AN68D No 1032 (A112 HLY).**





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Exhibits at the Ipswich Transport Museum include Mulleys Motorways
Duple Vista-bodied Bedford OB PV 9371. PHILIP LAMB



West Riding 803 (JHL 983) is an AEC Reliance with rare Roe Dalesman coachwork. It is seen here outside its home, Dewsbury Bus Museum. PHILIP LAMB

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Canvey Island Transport Museum

105 Point Road, Canvey Island, Essex, SS8 7TD. Open 10.00–17.00, the first and third Sundays of each month from April–October and every Sunday in August. Telephone 01268 684272 or 07540 803030, e-mail castlepointtransportmuseum@yahoo.co.uk or see www.castlepointtransportmuseum.co.uk



The East Anglia Transport Museum is home to London Transport HR2-class tram No 1858. DAVID JUKES

Coventry Transport Museum

Millennium Place, Hales Street, Coventry CV1 1JD. Open 10.00–17.00 (last admission 16.30) daily (except 24–26 December and 1 January). Telephone 024 7623 4270 or see www.transport-museum.com

Crich Tramway Village — Home to the National Tramway Museum

Crich, near Matlock, Derbyshire, DE4 5DP. Open 10.00–17.30 (last admission 16.00) until 5 November 2017. Tel 01773 854321, e-mail enquiry@tramway.co.uk or see www.tramway.co.uk

East Anglia Transport Museum

Chapel Road, Carlton Colville, Lowestoft, Suffolk, NR33 8BL. Normal opening hours: 12.00–16.30 Thursdays/Sundays/Bank Holidays until 29 October. Also open most days during Easter Holidays and then Tuesday–Thursday/ Saturday Sunday from 18 July–31 August. Tel 01502 518459, e-mail admin@eatransportmuseum.co.uk or see www.eatransportmuseum.co.uk

Greater Manchester Museum of Transport

Boyle Street, Cheetham, Manchester M8 8UW. Open 10.00–16.30, Wed/Sat/ Sun/Bank Holidays except 24 December–1 January also daily in August. Tel 0161 205 2122, e-mail email@gmts.co.uk or see www.gmts.co.uk

Ipswich Transport Museum

Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD Sundays and Bank Holidays 11.00–16.00 from 19 March to 3 December, Weekdays Monday–Friday 13.00–16.00 during Easter, May, summer and October School Holidays, Wednesday afternoons 13.00–16.00 in July and September. Special event days — usually 13.00–16.00 but times and admission prices vary — check special event web page or our leaflet.

Isle of Wight Bus and Coach Museum Ltd.

The Bus Depot, Park Road, Ryde, Isle of Wight PO33 2BE. Open Sunday, Wednesday/Thursday until 30 October, also additional opening during bank holidays and school half-terms. Free Admission. Tel 01983 567796 or see www.iwbusmuseum.org.uk

Jurby Transport Museum

Hangar 230, Jurby Industrial Estate, Jurby, Isle of Man IM7 3BD. Open 10.00–16.00, Open from Easter 2017 Sat/Sun/Tues until the last weekend in November. Tel 01624 880137, mailjtminfo@manx.net or see www.jtmiom.im

Lincolnshire Road Transport Museum

Whisby Road, North Hykeham, Lincoln LN6 3QT. Open from May to September 11.00–16.00, Monday–Friday, and 11.00–16.00 on Sundays and Bank Holidays; Then Sunday only 13.00–16.00, and October half-term 11.00–16.00 Tel 01522 500566 or 01522 689497, e-mail info@lvvs.org.uk or see www.lvvs.org.uk

London Bus Museum

Cobham Hall, Brooklands, Weybridge KT13 0SL. Open 10.00–17.00 March–September, daily except for a few days at Christmas. Tel 01932 837994 or see www.londonbusmuseum.com

London Transport Museum

Covent Garden Piazza, London WC2E 7BB. Open 10.00–18.00 Monday–Thursday/Saturday/Sunday, 11.00–18.00 Friday (last admission 17.15). Tel 020 7379 6344 or 020 7565 7298 or see www.ltmuseum.co.uk

National Transport Museum of Ireland

Heritage Depot, Howth Castle Demesne, Howth, Dublin 13, Ireland. Open 14.00–17.00 Saturdays/Sundays/Bank Holidays (except Christmas); also daily from 26 December to 1 January. Tel (00) 353 1 832 0427/848 0831 or see www.nationaltransportmuseum.org

North West Museum of Road Transport

The Old Bus Depot, 51 Hall Street, St Helens, WA10 1DU. Open 12.00–16.00, Saturday/Sunday/Bank Holiday Mondays. Tel 01744 451681, e-mail info@nwmort.co.uk or see www.nwmort.co.uk

Oxford Bus Museum (including Morris Motors Museum)

Station Yard, Main Road, Long Hanborough, Witney, Oxon, OX29 8LA. Open 10.30–16.30 (last admission 15.30) Wednesdays/Sundays/ Bank Holiday Mondays, Saturdays June–August. Tel 01993 883617 (or 01296 337622 out of hours) or see www.oxfordbusmuseum.org.uk

Riverside Museum, Glasgow

100 Pointhouse Place, Glasgow G3 8RS. Open Monday: 10.00–17.00, Tuesday: 10.00–17.00, Wednesday: 10.00–17.00, Thursday: 10.00–17.00, Friday: 11.00–17.00, Saturday: 10.00–17.00, Sunday: 11.00–17.00 (except during Christmas/New Year holidays). Telephone 0141 287 2720 or see www.glasgowlife.org.uk/museums



Metro-Cammell-bodied Leyland Atlantean Wallasey 1 (FHF 461) is one of the best-known residents at the Wirral Transport Museum. PHILIP LAMB

Scottish Vintage Bus Museum

M90 Commerce Park, Lathalmond, Dunfermline, Fife, KY12 0SJ. Normal Opening hours Sundays 2 April–1 October 12.30–17.00 and special events. Tel 01383 623380 or see www.svbm.org.uk

South Yorkshire Transport Museum

Unit 9, Waddington Way, Aldwarke, Rotherham, S65 3SH. Monthly Open days 2017, from 10.30–16.00: Sundays 9 April, 14 May (running day), 11 June, 9 July, 13 August, 10 September (Annual Rally) 8 October 12th November and 10 December. Private visits available for community groups see: <http://www.sytm.co.uk>

Swansea Bus Museum

SA1 Business Park, Langdon Road East, Port Tennant, Swansea SA1 8PB (correspondence to The Secretary, SWT Preservation Trust, The Courtyard, 100 Brynau Wood, Cimla, Neath SA11 3YQ). Open 11.00–16.00 Sundays. Telephone 01792 732832, e-mail SwanseaBM@outlook.com or see www.swanseabusmuseum.com

The Transport Museum, Wythall

Chapel Lane, Wythall, Worsc, B47 6JX. Open 11.00–16.30 on Saturdays, Sundays, Bank Holidays & Wednesdays during school holidays, and 10.30–17.00 event days until 29 October. Also 11.00–19.00 on Saturday 28 October. Tel 01564 826471, e-mail enquiries@wythall.org.uk or see www.wythall.org.uk

The Trolleybus Museum at Sandtoft

Belton Road, Sandtoft, Doncaster DN8 5SX. Open 11.00–17.00 (last admission 16.00). Open selected weekends only, and bank holidays between 15th April and 18 November, please see website for open day details or call to be sent a leaflet. Free Bus Service (from Doncaster Station) on Bank Holidays and certain other event days, please check before travelling. Main events - Sandtoft Gathering Sunday 30th July, Axholme Running Day Sunday 15th October. Tel 01724 711391 or see www.sandtoft.org.uk

Ulster Folk & Transport Museum

Cultra, 153 Bangor Road, Holywood, Co Down, BT18 0HQ. Open 10.00–17.00 Tuesday–Sunday and on Northern Ireland bank-holiday Mondays, March to September; from October to February 10.00–16.00 Tuesday–Friday, 11.00–16.00 on Saturdays and Sundays. Tel 028 9042 8428, e-mail info@nmni.com or see www.nmni.com/uftm

Wirral Transport Museum, Birkenhead

1 Taylor Street, Birkenhead CH41 1BG. Open 1.00 pm - 4.30 pm on Saturdays and Sundays all year round, except Christmas and New Year; also open Wednesday - Friday during Wirral Schools' holiday periods and Bank Holiday Mondays. Tel; 0151 647 2128. E-mail - www.mtps.co.uk or www.facebook.com/wirraltransportmuseum or www.visitwirral.com/attractions/wirraltramway.



The Trolleybus Museum at Sandtoft houses the largest collection of trolleys in the UK. Seen here are London Transport K2-class No 1348 (EXV 348) and Huddersfield 219 (KVH 219), an East Lancs-bodied BUT 9641T. DAVID JUKES



One of a number of former Birmingham buses at the Transport Museum, Wythall, No 2548 (JOJ 548), an MCCW-bodied Guy Arab IV, poses alongside the Museum's recently acquired city crest stonework recently acquired from Birmingham's Tyburn Road Works. PHILIP LAMB



GUIDE TO ROAD TRANSPORT MUSEUMS OF THE BRITISH ISLES

OPEN TO THE PUBLIC (2017)

1 Amberley Museum and Heritage Centre

Amberley, nr ARUNDEL, West Sussex
BN18 9LT 01798 831370
www.amberleymuseum.co.uk

2 Aston Manor Road Transport Museum

Shenstone Drive, off Northgate,
ALDRIDGE, West Midlands WS9 8TP
01922 454761 www.amrtm.org

3 Beamish —

The Living Museum of the North

BEAMISH, Co Durham DH9 0RG
0191 370 4000 www.beamish.org.uk
e-mail: museum@beamish.org.uk

4 Black Country Museum Transport Group

Tipton Road, DUDLEY West Midlands
DY1 4SQ 0121 557 5308 or 9643
www.bclm.co.uk
www.bcmgtg.co.uk

5 Bolebroke Castle Ltd

Edenbridge Road, HARTFIELD,
East Sussex TN7 4JJ
01892 770061
www.bolebrokecastle.co.uk
www.edenbridgecastle.co.uk
e-mail: bolebrokecastle@yahoo.co.uk

6 British Commercial Vehicle Museum Trust Ltd

King Street, LEYLAND PR25 2LE
01772 451011 / 07928 641858 (out of hours)
e-mail: enquiries@bcvm.co.uk
www.bcvm.co.uk

7 Castle Point Transport Museum

105 Point Road, CANVEY ISLAND,
Essex SS8 7TD
01268 684272 / 07540 803030
www.castlepointtransportmuseum.co.uk

8 Coventry Transport Museum

Millennium Place, Hales Street Coventry
CV1 1PN 024 7623 4270
www.transport-museum.com

9 Crich Tramway Village

Crich, MATLOCK, Derbyshire DE4 5DP
01773 854321 www.tramway.co.uk

10 East Anglia Transport Museum

Chapel Road, Carlton Colville,
LOWESTOFT, Suffolk NR33 8BL
01502 518459 fax: 01502 584658
e-mail eastangliatransportmuseum@live.co.uk
www.eatm.org.uk

11 Grampian Transport Museum

ALFORD, Aberdeenshire AB33 8AE
019755 62292 fax: 01975 562180
www.gtm.org.uk

12 Greater Manchester Museum of Transport

Boyle Street, Cheetham, MANCHESTER
M8 8UW e-mail: email@gmts.co.uk
www.gmts.co.uk

13 Ipswich Transport Museum

Old Trolleybus Depot, Cobham Road,
IPSWICH IP3 9JD 01473 715666
www.ipswichtransportmuseum.co.uk

14 Isle of Wight Bus & Coach Museum Ltd

The Bus Depot, Park Road, Ryde,
Isle of Wight PO33 2BE 01983 567796
www.iwbuseum.org.uk

15 Keighley Bus Museum

Unit 5 River Technology Park, Riverside,
Dalton Lane, Keighley BD21 4JP
07546 704558 www.kbmt.org.uk
e-mail: enquiries@kbmt.org.uk

16 Lincolnshire Road Transport Museum

Whisby Road, North Hykeham, LINCOLN
LN6 3QT 01522 500566
e-mail: info@lvvs.org.uk www.lvvs.org.uk

17 London Bus Museum

Cobham Hall, Brooklands Road, WEYBRIDGE
Surrey KT13 0QN 01932 857381 ext 256
www.londonbusmuseum

18 London Transport Museum

Covent Garden Piazza, LONDON WC2E 7BB
020 7565 7298 www.ltmuseum.co.uk

19 Manx Transport Trust

Hangar 230, Jurby Industrial Estate, JURBY,
Isle of Man 01624 880137 / 07624 490093
e-mail: jtminfo@manx.net www.jtmiom.im

20 National Transport Museum

Howth Castle Demesne, HOWTH, Co. Dublin,
Ireland (00) 353 1 832 0427 / 848 0831
www.nationaltransportmuseum.org

21 North West Museum of Road Transport

The Old Bus Depot, 51 Hall Street ST HELENS
WA10 1DU 01744 451681
e-mail: information@hallstreetdepot.info
www.nwmort.co.uk

22 Oxford Bus Museum

(including Morris Motors Museum)
Station Yard, Main Road, LONG HANBOROUGH,
Witney, Oxfordshire OX29 8LA
01993 883617 / 01296 337622 (out of hours)
www.oxfordbusmuseum.org.uk

23 Riverside Museum

(formerly Museum of Transport)
100 Pointhouse Place, GLASGOW G3 8RS
0141 287 2720
www.glasgowlife.org.uk/museums

24 Scottish Vintage Bus Museum

M90 Commerce Park, LATHALMOND,
by Dunfermline, Fife KY12 0SJ
01383 623380 www.busweb.co.uk/svbmb

25 South Wales Transport Preservation Trust

Fabian Way, Port Tennant, Swansea SA1 8PQ
57 Bryn Street, BRYNHYFRYD, Swansea
SA5 9HR www.swtbusgroup.org.uk
e-mail: Alan_buses_turkey@yahoo.co.uk

26 South Yorkshire Transport Museum

(formerly Sheffield Bus Museum)
Unit 9, Waddington Way, ALDWARKE,
Rotherham S65 3SH 0114 255 3010
www.sytmm.co.uk

27 The Transport Museum, Wythall

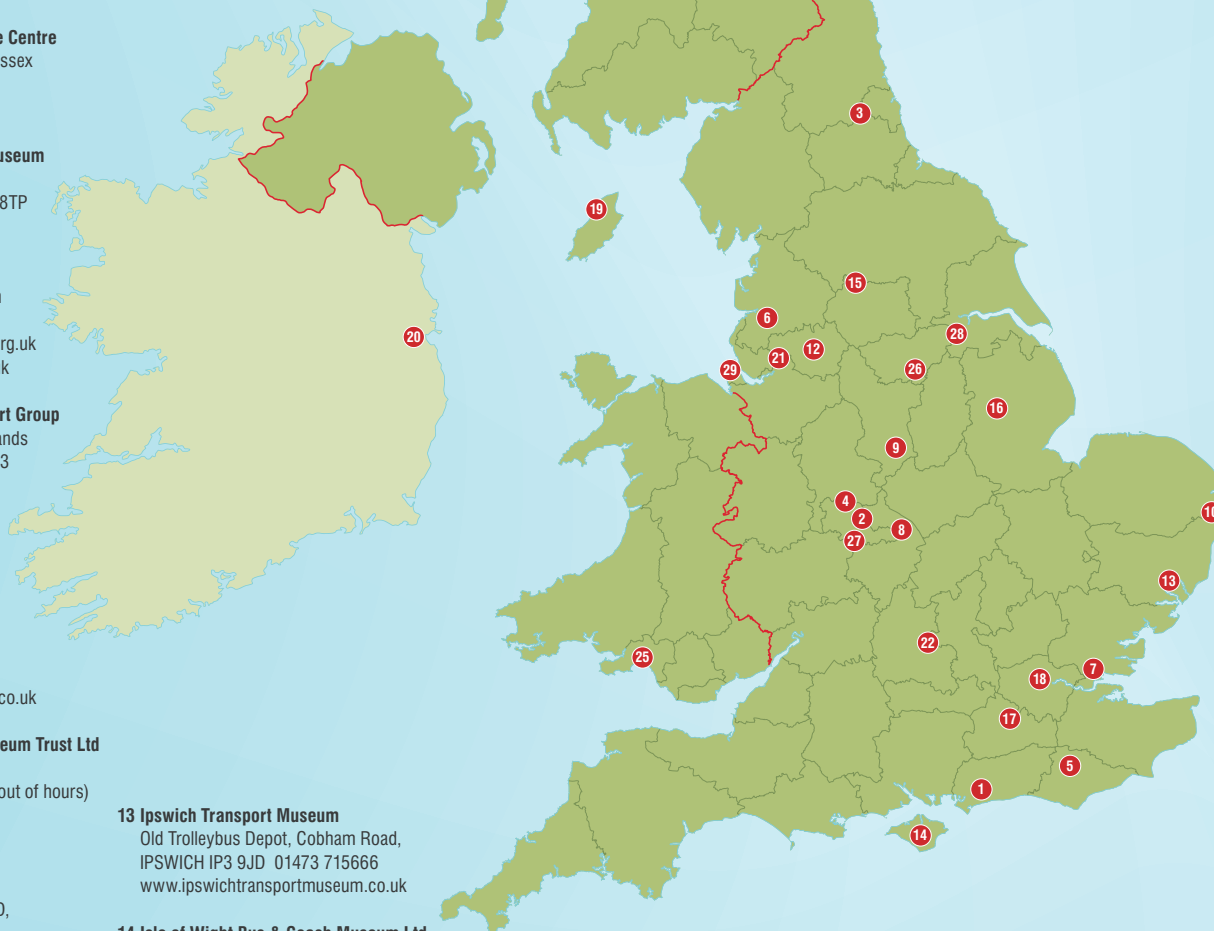
Chapel Lane, WYTHALL, Worcestershire
B47 6JX 01564 826471
e-mail: enquiries@wythall.org.uk
www.wythall.org.uk

28 Trolleybus Museum at Sandtoft

Belton Road, SANDTOFT, Doncaster DN8 5SX
01724 711391 www.sandtoft.org.uk
e-mail: trolleybusmuseum@sandtoft.org

29 Wirral Transport Museum

1 Taylor Street, BIRKENHEAD Merseyside
CH41 1BG 0151 647 2128
e-mail: one.boroughgroup@googlemail.com
www.mtpps.co.uk



On Merseyside

We take a brief look at the closing years of Merseyside PTE when vast fleets of Leyland Atlanteans and Nationals ruled the streets — other types (in smaller numbers) were available!

Right: Leyland National 6003 (SKF 3T) was new in 1979 and was one of 176 Nationals delivered new to the PTE, a further nine having been acquired from Southport upon formation of the PTE. Following deregulation, No 6003 saw service with MTL Manchester.



Above: No 1834 (HTJ 634P), seen here at Birkenhead Woodside in April 1983, was one of 60 Alexander-bodied Leyland Atlantean arriving in 1975. This Atlantean saw over 20 years use on the Wirral, seeing service with Wirral Peninsular Buses following deregulation.

Left: With revised style of Alexander bodywork, Leyland Atlantean 1887 (XEM 887W) was new in 1981, being one of a batch of 40 delivered in 1981 with XEM xxxW registrations. It was also captured on Camera in April 1983.

GRETTONS' Greatest!

Grettons Coaches' fleet includes everything from rare Plaxton-bodied Scantias, one bought new 30 years ago to a preserved Duple Super Vega-bodied Bedford SB3. NICK LARKIN hears a fascinating history.

No-one would mind us suggesting that Grettons Coaches is maybe not among the ranks of well-known operators basking in national publicity despite an always fascinating fleet, assuming sacred status among enthusiasts.

GRETTONS' HISTORY

Like many small family-owned firms, this Peterborough, Cambs-based concern quietly gets on with the task in hand, that is providing school services and private hire to the local community, gaining much respect in the process.

Though the 14-strong operational fleet has a high proportion of modern vehicles, there's some fascinating more senior machinery, not least Plaxton-bodied Scantias including one bought new which is now 30-years-old, and a preserved Duple Super Vega-bodied Bedford SB3.

Vehicles operated in Grettons' 38-year history range from a fleet of Metro-Scania Metropolitans to a wonderful array of AEC Reliances, including possibly the last ever examples of the type to operate on National Express services c1994. AECs played a major part in building up Grettons' business. 'If they still built Reliances today I'd still be running them,' says proprietor Roger Gretton.

Roger has been involved with buses and coaches almost from taking his first breath. 'My father, Ted, was an engineering superintendent for Eastern Counties, in charge of Ely, Newmarket, Wisbech and Littleport depots. 'I grew up with buses. As soon as I was old enough to reach the pedals I was driving Bristol Ks and Ls in and out of the depot.'

After leaving school Roger joined the Metropolitan Police as a traffic

officer, but got his PSV and HGV licences as soon as he could. Switching jobs he travelled the world as an air steward, on his days off regularly serving passengers rather more on the ground by driving for Premier Travel.

Three years later he left the airline and returned to the Met. 'I soon felt things had changed for the worse and I wanted to start my own business. As a young policeman I had often seen Guards Coaches vehicles in London and thought I could one day operate coaches too.' Meanwhile Roger's family had moved to Peterborough, which in the late-1970s was rapidly expanding and had its own local Development Corporation. 'I felt it was a place of opportunity,' he recalls.

Roger was friends with Harry Shaw of Shaws of Maxey, near Peterborough an operator thankfully very much still with us today. 'He always said there was an opportunity for a coach operator to set up

Grettons' 1995 Van Hool Alizee-bodied Scania K113 originated with Howick of Hedden.





Grettons' first coach was this 1971 Caetano Lisboa-bodied AEC Reliance, new to Bowen of Birmingham but acquired from interim owner Shaws of Maxey.

in the city, and provided a lot of help and support. In fact I bought my first coach from him.'

RARE MACHINE

This was a rare machine, an AEC Reliance with Caetano Lisboa bodywork, registration BOA 943K. 'Shaws had always run Bedfords, so this was an unusual member of its fleet. My dad always said that the next best thing to a Bristol/Gardner combination were AEC coaches.'

Roger decided on a maroon and cream fleet livery, and the AEC was used on a Social Services contract and private hires. Two further AECs, both from Premier Travel, followed the next year along with four school contracts.

'A lot of people were moving into Peterborough. Schools expanded, creating a market we were able to fulfil,' said Roger. AECs came from several sources, not least Willowbrook Spacecar-bodied LYU 567P, new to National Travel (South East). 'The gearbox had given up on one of our Reliances. It was the middle of the summer and we wanted the coach back on the road urgently,' Roger recalls. 'There was a company in London advertising the coach for spare parts. My father and I went on a Saturday morning to look at buying the gearbox. The chap wanted £1,500 for the gearbox or £2,000 for the entire vehicle. 'I had taken the trade plates with me and the coach came home and we removed the gearbox.

'We ended up rebuilding the vehicle and it found itself working for National Express on relief work, which we did a lot of at the time. Sadly, with today's computerised booking National Express doesn't get caught out by a lot of people suddenly needing to be put on a coach nowadays.'

DOUBLE-DECKERS

In the mid-1980s a double-decker was needed. 'We wanted a Bristol VRT but you couldn't get those at the time,' Roger says. He visited Partridge of Hadleigh to view some Leyland Atlanteans. He was not impressed, thinking these vehicles would be difficult to maintain. 'But then it was suggested that I test drive a Metro-Scania Metropolitan, former West Yorkshire RYG 644R,' Roger recalls.

'I fell in love with it. It was fast, had air suspension and was a lovely thing to drive,' he recalls. 'That sold me. We ended up running five of these vehicles. We found the running gear was good, though there were bodywork problems. However we rebuilt them in our workshops.'

Alerted to the joys of Scania, Roger turned to the marque when the decision was taken to buy his first new coach. Scania K112, D559 BAV, arrived in 1986, unusually paired with Plaxton Paramount bodywork. Thirty years, a re-registration to RJI 6859 and more than a million miles later, it's still in the fleet.

Further Scania's both new and virtually new were snapped up. 'Operators had bought these coaches new and sold them



Now-preserved MCW Metropolitan as bought in Tyne & Wear PTE guise.



Grettons first Scania, a Paramount 3200-bodied K112 following completion at Plaxtons. It would later be registered D559 BAV.



1986 Scania's interior remains in excellent condition.



Plaxton-bodied Bedford YMPs SJI 2953 provided useful duties as a small coach. Originally with Gatwick Parking and now with Banbury Gliding Club.



Above: **Smart in the extreme, Plaxton Paramount 3200 LD Scania K93 H822 RWJ** was new to Edwards, Lower Edmonton in 1990. It was acquired from interim operator Bostocks of Congleton in 2000.

Below: **Scania engines are long-lasting and easy to work on.**

Bottom: **Maintenance facilities to excellent standard.**



after a few months because they didn't like them. Sometimes their drivers weren't used to powerful rear-engined vehicles and were destroying clutches.'

Scania's, with Van Hool as well as Plaxton bodywork, had replaced AECs by the late-1990s. Today, K92, K93, L94, K112 and K113 types are all represented in the fleet along with another unusual choice, four Beulas Stergo E-bodied Iveco Euroriders, which are giving good service along with a trio of Mercedes-Benz minicoaches; a Sitcar-bodied O.815D, a Plaxton Beaver-bodied O.814D and a Plaxton Beaver Vario.

A decision by Peterborough City Council to ban the use of double-deckers on school contracts has led to the demise of such vehicles from the fleet. As well as the

fondly remembered Metropolitans, other 'deckers operated over the years include NJI 5892, a fine Jonckheere-bodied tri-axle Scania K112, which came from Turners of Bristol and two one-time Southampton Citybus East Lancs coach spec-bodied Leyland Olympians, purchased from Marchwood Motorways. Most excitingly, the fleet at one time included former Burnley, Colne & Nelson Northern Counties-bodied Leyland PD2A/27, DCW 356C, which Roger bought from a private owner from nearby Oundle, Northants in 1986. 'We did operate it for a few weeks but it wasn't really suitable for our needs,' recalls Roger. A brace of Bedford YMPs with Plaxton bodywork also operated on schools for some years.





Top: Preserved by Grettons in the livery of its last owner, Greens Coaches of Thorney, is this Duple Super Vega-bodied Bedford SB3 new to Feltham of Bristol in 1960.

Above: Plenty of space for the SB3's driver!

PRESERVATION

Roger has always been pleased to see former Grettons vehicles enter preservation. Former Tyne & Wear Metropolitan OCU 769R, which joined the Grettons fleet in 1986 and lasted into the new Millennium, is preserved in the North East, and former Stolzenberg (Llynfi) of Maesteg Plaxton Beaver-bodied Mercedes-Benz 711D L839 FTX is preserved locally. This vehicle was acquired from local operator Morleys of Whittlesey, which took the only Leyland Titan operated by Grettons, A920 SYE. 'We had bought the Titan from London to fulfil a need. The bus gave a reasonably good account of itself but we didn't like it that much.'

Talking of preservation, a much loved member of the Gretton's fleet is 1960 Duple Vega-bodied Bedford SB3, 551 HHW, passed on to Roger by its last owner Margaret Green, who ran Green's of Thorney, in which livery the vehicle

remains. 'It's very much together but not MoT'd at the moment. We have seriously thoughts of returning it to use as a heritage vehicle.'

Grettons remains very much a family business Roger's wife Linda, joined the business from 2001, having previously been a civil servant, and their daughters Jo and Alison also work for the firm. Grandson Teddy is also taking a major interest in the business. 'He's very popular with our drivers though he is only three,' Roger explains.

There are nine full-time drivers, three part-timers and two full-time mechanics. Workshop facilities are kept to the highest standards. All maintenance work is carried out in house. More recently a new white-based livery has been adopted with a glider motif, Roger having been a keen glider pilot for more than 50 years.

The firm has never run stage services except for occasionally helping out on Margaret Green's then Thorney-Peterborough route in Grettons' early years. The firm does not normally get involved with rail replacement work. 'To be honest, the rates aren't great,' observes Roger. Grettons ran six to eight tours a year in the 1980s and 1990s, but competition from other operators has meant that this market is best left to others. No major changes are planned for the firm in the immediate future, but the three oldest Scania may be replaced. Offers for preservation will be considered.

Grettons Scania's will be represented at the Fenland Busfest on 21st May, when you will be able to ride on them on a variety of routes at the event, based at Whittlesey, near Peterborough. Details: www.easternbusgroup.co.uk. Concludes Roger: 'We are about the right size, we have great staff, many loyal customers and we like the work we do.'



Roger Gretton with Scania bought new in 1986, now registered RJ1 6859.

1 Sensational Sydney



The Sydney Bus Museum was out in force on Australia Day as SIMON GILL discovered in January.

After visiting the Sydney Bus Museum at its former home at Tempe in 2004 and discovering that I had only just missed the annual running day on Australia Day, 26 January, I vowed to return one day to experience the delights that behold enthusiasts from the UK. Fortunately, a stopover in nearby Manly on the way to New Zealand proved the ideal opportunity to do that in 2017.....and I wasn't disappointed.

Above: **With the Sydney Opera House as a backdrop together with a temporary stage for the evening Australia Day pop concert we see AEC Regent III 2643 turning at the bottom of Macquarie Street about to arrive at the stand to start its first journey.** Pictures: SIMON GILL

FULLY REOPENED

As John G. Lidstone explained in his excellent article in *B&CP* May 2016 the Sydney Bus Museum has relocated since my last visit to a large 100 year-old former tram shed and bus works at Leichhardt, a suburb of Sydney. It reopened to the public in August 2016 and I was kindly invited to visit the day before Australia Day to see their fascinating collection, new facilities and also view preparations for their 'big day'.

I echo what John said about the new location. In bus preservation terms it is a 'world heritage site' with many excellent exhibits; not only the vehicles but also the wartime display, cut away demonstration

chassis and wall mounted artefacts/ephemera.

Australia was an important export market for UK manufacturers. After World War II the Department of Road Transport and Tramways in Sydney alone ordered 917 chassis from the UK comprising 90 Leyland Titan OPD1, 143 Albion Venturer CX19, 203 Leyland Titan OPD2/1, 84 Leyland Titan OPD2/1 ('Special' with Wilson pre-select gearboxes), 377 AEC Regent III and 20 Daimler CVG6. In addition there were 50 AEC Regal III, 50 Leyland Tiger OPS2 and 20 Daimler CVG6 single deckers. Most types are represented in the museum today.

Underfloor engined single deckers followed during the 1950's and 1960's including AEC Regal IV and Leyland Royal Tiger Worldmasters. These were followed by a solitary AEC Reliance which was trailed alongside a Leyland Leopard from 1964. The Leopard PSU3 became the new standard bus with Sydney accumulating 744 – the largest fleet of Leopards anywhere in the world.

Everything changed in 1970 when the first of 224 Leyland Atlanteans entered service. They had dual door bodies with a centre staircase and were a disaster, proving unreliable due to overheating and other mechanical shortcomings. They entered service during a tumultuous time in industrial relations involving the introduction of one person operation, leading to several long running strikes by employees which did not help. Stress problems with the locally sourced Pressed Metal Corporation bodies from the mid

1970's also contributed to the disposal of most of them by 1981 with a few hanging on until 1986 to operate routes to the Northern Beaches involving tight bends on steep hills.

Whether the Atlantean contributed to the demise in UK bus exports to Australia is open to debate but future orders would go to Mercedes-Benz which have a huge following amongst Aussie enthusiasts with Volvo and Scania following behind.

RUNNING DAY — AUSTRALIA STYLE

As with most bus museums in the UK, the Sydney Bus Museum is operated entirely by volunteers. They are all turned out in traditional summer uniforms and the running day is operated very professionally. As registration numbers are reused, buses carry historic registration numbers rather than those originally displayed.

Due to road works in central Sydney the route this year was different, operating from Macquarie Street, adjacent to Sydney Opera House, to Wynyard via one of the main shopping areas and the Central Business District. Although advertised as starting at 10.30am the services started just after then continuing until late afternoon. The last round trip was scheduled to leave the Opera House at 4pm but the crowds were so large that buses were running full for sometime thereafter.

With 16 buses operating there was no need for a programme or timetable and, apart from the queues; you didn't need to wait long for the next bus, especially in the morning when journeys were quieter whilst the public enjoyed ferry racing and numerous other events taking place in Sydney harbour.

The event has huge support from the general public who clearly enjoy travelling on vintage double deck buses. At one

Right: **This delightful Leyland Tiger OPS2/I with Commonwealth Engineering FB31D+23 standing body entered service as 2599 on 19 September 1952. One of a batch of 50 they were commonly known as 'Frogs', the 31-seaters were driver only operated from new. They were unusual as having pre-selector transmission and air brakes, which were not the standard Leyland was offering at the time. No 2599 was withdrawn in October 1975 after covering 480,793 miles and sold for preservation. After a period out of use it was returned to the active fleet in mid 2015.**

Below right: **Standing at the Wynyard terminus is 1579, a Leyland Titan TD4 with a body built by Waddingtons. It entered service in June 1937 and was often seen at the same location before ending its days as a driver training vehicle and finally withdrawn in September 1961. Initially sold for use as a motor home it was then sold to a mine and with a cable attached to the front of the bus it was reversed to pull buckets out of the mine. Discovered by an enthusiast in 1975 it was towed back to Sydney in 1984 and over the next 20 years was completely restored to original condition.**



Above: **Lower-deck interior of Leyland TD4/Waddingtons 1579.**



This page: Turning from Bridge Street into Macquarie Street is Leyland Royal Tiger Worldmaster ERT1/1, 3131. Although the chassis was built in 1956 the body by Cycle Components Manufacturing Co (CCMC, later Custom Coaches) was not completed until 1958. Entering service in early 1959, 3131 was withdrawn in 1983 and passed straight into preservation. It was photographed from 1579 which had just started its journey to Wynyard.

The paintwork gleams on the latest restoration, 2338, a pre-select AEC Regent III with Commonwealth Engineering body new in December 1949. Withdrawn in November 1973, 2338 was sold for further service to Hunter Valley Coaches before being sold for preservation in 1977. Moving back to Sydney in 1986 it was restored and used extensively from Tempe museum. It was taken out of service in 2012 and given a thorough overhaul by museum volunteers, including replacement of the metal frame and new panels. Repainted by Custom Coaches in 2015 it was then fitted out internally before returning to the road at Leichhardt museum in 2016.

Close up of 2338's cab showing the distinctive white 'hand' above the indicator which is operated from the cab by a separate lever and flips outwards to denote when the bus is turning.



Opposite page: 2023 is the newer of the two Albion Venturer CX19W with Clyde Engineering double deckers, entering service in August 1948 from Manly depot before moving to Brookvale depot when it opened in 1952. It spent its entire government career in the Warringah and Northern Beaches area where the Albions made their name as being rugged and reliable buses. This included Sydney's longest bus route, the 190 from Wynyard to Palm Beach. Withdrawn in 1968, 2023 passed to Liddell Coaches, Muswellbrook who used it to transport workers during the construction of Liddell Power Station in the Hunter Valley. It then ran a school bus until purchased for preservation, passing to SBM in 1997.

One of several authentic advertisements inside Albion Venturer 2023.



2761 is one of the Leyland Titan OPD2/1 Specials which were fitted with Wilson pre-select gearboxes. Bodied by Clyde Engineering and completed in July 1953 it was stored until February 1954 in readiness for the conversion of tram routes. Fitted with a folding front door which was safer than the former canvas type 2761 lasted until March 1976 when it was withdrawn for conversion into a caravan. This did not proceed and it was acquired for preservation in 1981. Following a major body restoration in 1995 it is now one of the most active members of the SBM fleet.

point during the late afternoon the queue waiting to board at the Opera House exceeded 150 yards. Unlike the UK where donations to travel on vehicles are not permitted, 'gold coin' donations (mainly AS\$2 coins, approx £1.25) are actively sought with donation boxes carried on all buses and conductors pointing out where they are located.

STAR TURN

The photographs show the variety of buses running this year. It's not very often you get an opportunity to experience two Albion Venturers not to mention several AEC Regent III's and Leyland Titan OPD2's. For me, the star attraction was the superb 80 year old Leyland Titan TD4 with Waddingtons body, 1579, which

performed faultlessly despite running during the hottest January ever recorded.

Single-deckers tend to be less popular with the travelling public, so few operate, but Leyland Tiger OPS2 No 2599 with full front one-man-operated body was a delight that was easy to board as many prospective passengers preferred to wait for the next double decker.





The RT and Routemaster proved popular with the locals; the RT having only just returned from a rebuild and repaint.

APPRECIATION

You can be assured of a very warm and friendly welcome if you are able to visit the Sydney Bus Museum. For further details visit its website 'www.sydneybusmuseum.info'. The museum is currently open between 10.00–16.00 every first and third Sunday of the month, although the museum is hoping to extend the number of days during 2017. Entry prices are Adult AS\$15 (approx £9.25), Concession AS\$10 (approx £6.15) which includes a ride on a vintage bus to the Queen Victoria Building in Sydney via the ANZAC bridge with buses operating every hour.

Thanks to all the bus museum volunteers for making my visit so memorable and especially Philip Stanton for the invitation to visit the museum and Joe for the excellent conducted tour.

1892 is a superb Albion Venturer CX19W with Clyde Engineering bodywork. New in September 1947 to Manly depot it was later to be the last Albion of many to operate from Pagewood depot. Withdrawn in 1970 it passed to Forestville Catholic Church before being acquired for preservation. Here it gleams as it climbs Macquarie Street with a full load, the Albion engine certainly being put through its paces.

Waiting at traffic lights at the junction of Bridge Street and Macquarie Street is RT3708 (NLE 815). New to Enfield garage in May 1953 with a Weymann body it was reallocated to the Country area after overhaul in July 1956. Following its third and final overhaul in October 1965 it was given a red Park Royal body and ended its LT days at Southall garage in March 1977. Exported to Australia in 1984 where it ran with Rebel Air Tours before being acquired for preservation in 1989. It has recently had a body overhaul by Bustech and Australia Day 2017 saw its return to service where it proved popular.

With lights gleaming towards the end of the day, 2186, a Leyland Titan OPD2/1 with body by Commonwealth Engineering proceeds down Elizabeth Street on its way back to the Opera House. New in April 1949, 2186 was withdrawn in September 1971 after covering 584,500 miles. After operating for two other companies it was sold to Sydney Bus Museum in 1990. Sold back to STA in 1991 it was refurbished by bodybuilder Pressed Metal Corp to operate a special charter service from January 1993 until 1998 when it was placed on permanent loan to SBM.

The Brains of Bristol

Got the Brains? The directors of the world famous producer of faggots and other processed foods certainly have! When the Bristol-based company ran its own fleet of buses as staff transports, it chose secondhand examples of the Bristol marque sourced from local operator Bristol Omnibus Co painted in an attractive livery. These three views were captured at the Brains factory on 12 May 1982.



Above: **We start with LHY 929, a K6B, new to the Bristol Tramways city fleet as C3340 in 1949. It was acquired by Brains via Norths in November 1965. Following service with Brains, LHY 929 passed to locally based Class 1 Driving School and is thought to have been subsequently destroyed in an arson attack.** Pictures: PRESBUS ARCHIVE

Left and below: **The K6B lingered long at Brains, long enough in fact to be joined by Bristol FLF6Gs new to BOC in the year it passed to Brains. Seen here are two such vehicles: DHW 983C was new in 1965 as No 7213, whilst EHT 110C, initially allocated to the Cheltenham District became No 7221 in the same year.**



In the first of a two-part feature, EFE's original Plaxton Pointer-bodied Dennis Dart is given the once over by NIGEL APPLEFORD.

The Dennis Dart is a rear-engined single-deck bus chassis that was manufactured by Dennis in Guildford, Surrey. During its 18 years of production, more than 11,000 were built.

Most examples were purchased by United Kingdom operators, although small numbers were sold in North America, Australia, Hong Kong and Singapore. Some of the Hong Kong and Singapore buses later found their way back to the UK!

The Dennis Dart was a deregulation-era bus conceived when the Hestair Group (owner of Dennis and Duple) decided to produce a bus that was between a minibus and a full-sized single-decker. It was launched in 1988 and was originally offered with the Duple Dartline bodywork. It was 2.3m wide and was initially available only in 9m length, the modular nature of both chassis and body meant it could be built with various length permutations and was later made available in lengths of 8.5m and 9.8m. Power was by a Cummins 6BT engine coupled to the Allison AT545 gearbox; the same drivetrain was also used in the MCW (and later Optare) Metrorider.

The model sold well to London Buses as well as to certain operators outside the capital. Soon after it was launched, Duple was sold to Plaxton and Duple's Blackpool plant closed. Plaxton decided not to acquire the design rights of the Duple Dartline, which, sold to Carlyle Works, continued producing this bodywork from 1991. Production then passed to Marshall of Cambridge in 1992. In 1993, Marshall updated the design to the C36 and later the C37 variants.



Bee Line 207 (L207 GMO) was one of four 9.8m Dennis Dart with Plaxton Pointer bodies delivered to this operator in 1994. Despite being route-branded it had strayed to another route when seen in Windsor on 15 June 1996. This livery hasn't appeared in model form.

In 1990, Wadham Stringer became the next builder to body the Dart with its 'Portdown' body, but it sold in small numbers and was replaced by the UVG Urbanstar in 1995. In the same year, Wright of Ballymena introduced its Handybus body for the Dart chassis. In early 1991, Plaxton launched the Pointer (which was initially designated as the Reeve Burgess Pointer as it was built at Reeve Burgess's plant, until later the same year when it was transferred to Plaxton's Scarborough plant). Later in 1991, East Lincs bodied the Dart with its EL2000 body. In the latter half of 1991, Alexander launched the Dash body for the Dart and Volvo B6. Another contender entering the market at the same time was the Northern Counties Paladin. Initially, it was built with a design of a barrel shaped wind-screen with quarterlights (which were mainly sold to Warrington Borough Transport), later models had a deep double-curvature two-piece windscreen; it was phased out when Plaxton bought out Northern Counties in 1995.

As low-floor single-decker buses became more popular in the late 1990s, orders for standard-floor Dart dropped heavily and with the final five delivered to Jersey Motor Transport, production of the standard Dart ceased in 1998. The Pointer

had become the most successful of the midibus bodies (it was also available on the Volvo B6 chassis).

The Dart with Plaxton Pointer body was introduced to the EFE range in April 1996 and was produced in no less than 56 different variants up to July 2016, hence I have divided them into two parts. As a relatively modern vehicle it was somewhat of a new direction for EFE, but seems to have proved quite popular. Construction follows EFE's usual single-deck principle of a die-cast shell (in this case in one piece) with a plastic base and glazing inserted as a number of separate pieces. Plastic wheels with rubber tyres on steel axles are also provided, the whole vehicle is held together with steel poles driven into plastic plugs although the front pole is very prominent when the model is viewed head-on. Interior detail in plastic is also

Below left: First livery from the casting was Metroline, London. The model was released in April 1996 and lacks fleetnumbers.

Below: Following in May 1996 was this model in Badgerline livery, complete with large badger logos. The models include where appropriate the chassis makers and bodybuilders badging, very well done in such small scale. From this angle the front pole is hidden (it's right in line with the door centreline — bizarre).





Yorkshire Terrier was a deregulation era operator running services around Sheffield in competition with many other operators. The mainstay of the fleet was initially secondhand Leyland Nationals, but new Darts were later purchased. There have been two releases in Terrier colours, the standard model at the rear in July 1996 and exactly a year later the deluxe model which features different registration/destination and small side adverts.

A very colourful release was this example in PMT (FirstBus) red/yellow livery. The fleet numbering influence came from Crosville which had been split up for deregulation with part coming to PMT. The model has considerable labelling/signwriting and was released in November 1996. The shallow but wide rear window has been well captured, many operators gave up with rear number displays and either left them blank or overpainted them. The rear numberplate was recessed to the top offside of the bodywork.



Prior to First introducing its fleet-wide 'Barbie' livery, the constituent fleets had their own schemes with First logos prominently displayed. First Greater Manchester chose this orangey red livery with blue stripe allegedly referred to by locals as 'tomato soup'. The model was released in December 1996.

Municipal operators (such as were left post-deregulation) also bought the Dart, Thamesdown Transport, operating in the Swindon area soon bought them both new and secondhand. This model, fleetnumber 120 received a cherished mark, XMW 120 from a Daimler CVG6 open top. The model dates from July 1997.



In London, services were tendered and the first private operator to win a tender was Grey Green, a subsidiary of the George Ewer Group with route 24. It went on to operate more routes in London with both new and secondhand buses, this Dart 950 (M950 LYM) was a new purchase. The model was released in January 1998.





Although the majority of Darts were sold to the UK market, a number were sold to overseas operators, particularly in Hong Kong and Singapore. This model of Transmac, Macau's D10 (MF-80-02) was an EFE Subscriber offer from January 1998, a certificated run of 3,290. An unusual prototype it came complete with a Suttrak air conditioning pod on the roof. Stagecoach re-imported a number of these 'air-con' Darts back into the UK and placed them in service with its South Coast and Devon subsidiaries.

So far the only release of a Plaxton Pointer-bodied Volvo B6 is this model of a Mainline (Sheffield) example. Released in March 1998 it was a Code 2 certificated run of 3,600 and sold through Mainline's travel shops. One clue that this is a Volvo B6 not a Dennis Dart is the large grille in the rear nearside panel.

The major groups bought Darts new and acquired others from takeovers. This model of Arriva North Western 1179 (M179 YKA) in corporate livery is straplined for Liverpool area Cityplus services 350/351 and was released in September 1998.

Last of the first half (numerically) is this example (20626) in First Midland Red livery although it has the top half in white(!) The Midland Red NBC company was also split up for deregulation and each part acquired by a different one of the major groups, Midland Red West going to First. The model dates from February 2000.

provided in various single colours with black steering wheel.

The design is quite boxy and EFE has done an extremely good job in capturing the look of the real vehicle, choosing the 9.8m variant as the base for the model. As befits a casting now over 20 years old there are improvements that modellers, as opposed to collectors, might wish to make. The inside edges of the windscreen could be painted either black or dark grey (the windscreen is fitted from outside and can be prone to falling out believe me), the windows could have the slider detail picked out in black, mirrors fitted and the interiors painted/detailed but the basic model is good enough for most of us, the finishes are generally very good although some of the earlier more complicated schemes do seem to suffer bleed between the different colours. Destinations and fleet names/numbers seem crisp enough so all considered, a good all round package. Despite the demise of EFE and the uncertainty about future models, there are still a good number available both new and pre-owned.

FLEETLIST

Ref:	Identity:	Released:	Run:	
20601	Metrolink M106 BLE	Apr 1996	n/a	
20602	Badgerline 240 (N240 KAE)	May 1996	n/a	
20603	Thamesway M934 TEV	May 1996	n/a	
20603DL	Thamesway M920 TEV	Oct 1997	1,620	Ridleys Essex Ales adverts
20604	Yorkshire Terrier 109 (K9 YTB)	Jul 1996	n/a	
20604DL	Yorkshire Terrier 101 (K1 YTB)	Jul 1997	2,110	
20605	Yorkshire Traction 427 (L51 ONW)	Aug 1996	n/a	
20606	Brewers 601 (L601 FKG)	Sep 1996	n/a	
20607	Brighton Buses 69 (M69 CY)	Oct 1996	n/a	
20608	PMT (FirstBus) IDC962 (M962 XVT)	Nov 1996	n/a	
20609	Plymouth Citybus 116 (L116 YOD)	Nov 1996	n/a	
20610	Greater Manchester Transport 1150 (N650 CDB)	Dec 1996	n/a	
20611	Western National M418 CCV	Feb 1997	n/a	
20612	Metrobus L720 OMV	Jan 1997	n/a	
20613	Eastern National 2827 (N827 APU)	Mar 1997	n/a	
20614	Leeds Citylink 3292 (N292 JUM)	Apr 1997	n/a	
20615	Thamesdown 120 (XMW 120)	Jul 1997	n/a	
20616	Docklands Transit 426 (N426 MBW)	Sept 1997	n/a	
20617	Grey Green 950 (M950 LYR)	Jan 1998	n/a	
20618	Transmac, Macau D10 (MF-80-02)	Jan 1998	5,290	EFE Subscriber offer
20619	Mainline 426 (M426 VHE)	Mar 1998	3,600	Volvo B6 chassis; Code 2
20620	Maidstone & District 3467 (J467 OKP)	May 1998	n/a	
20621	County Bus (Lea Valley) L405 NHJ	Aug 1998	n/a	
20622	Arriva North Western 1179 (M179 YKA)	Sep 1998	n/a	
20623	Yarmouth Blue Bus 412 (M923 TEV)	Dec 1998	n/a	
20623DL	Yarmouth Blue Bus 412 (M923 TEV)	Oct 1999	1,250	
20624	Arriva London South LDR29 (P829 RWU)	Aug 1999	n/a	
20625	Warrington Corporation 243 (M284 HRH)	Nov 1999	n/a	
20626	Midland Red 313 (N313 XAB)	Feb 2000	n/a	



BACHMANN DEALER EXCLUSIVES



**EFE 31514 London Transport
Routemaster - SHOPLINKER RM59**

Reg Number - VLT 59

Fleet Number - RM59

Route - fare 30p - SHOPLINKER

RRP: £37.50 – OUR PRICE: £31.88

**EFE 25711 London Transport DMS
Bus & Coach**

Reg Number - GHV 63N

Fleet Number - DMS1063

Route – 40

Destination - VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



**EFE 28825 London Transport
Leyland Titan Prototype 2 Door**

Reg Number - BCK 706R

Fleet Number - N/A

Route – 024

Destination – VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



POSTAGE £3 PER MODEL (£3.50 FOR 2, £4 UP TO 4)

A Bristol gets a bath, an AEC with amazing 'horse power' and more on Hungarian bus stamps. NICK LARKIN'S diverse selection this month.

BATH TIME FOR A BRISTOL

Thames Valley hasn't featured much in 'Off Route' over the years, so let's make amends with this wonderfully atmospheric shot of this 1948 Bristol K6B getting a good clean. Imagine the swish of water dampening exhaust fumes and sounding out the sound of ticking over engines. The

back of the picture has no markings but presumably it was an official photo.

The fact that the Bristol's destination blinds suggest it was bound for the London service, during which the driver may well have stared enviously at London Transport vehicles with pre-select gearboxes, tends to suggest that this image dates from

when the bus was nearly new. This theory is compounded by the tempting array of prewar single-deck delicacies seen lined up outside the depot.

Sadly the Ford dealership advertised on the rear of the bus, Gowrings, closed only last year when its parent company went into administration.



RESTORATION — AMERICAN STYLE!

They certainly don't do things by half in the USA as far as restoration is concerned.

Dr Mike Fryer from Orlando, Florida has kindly sent us these images of his 1999 Van Hool T-945 Entertainer coach formerly owned by a rock star, which has been the subject of a six-month complete restoration and renovation by Paul's RV Service in Wakarusa.

Indiana. The result is an RV (recreational vehicle) with a difference.

The coach has 12 beds, 14 televisions, two Studio sound systems, bath,

kitchen, and two living rooms. The 35ft NASCAR trailer includes a workshop and carries a sports car, workshop, air ride, and capable of carrying two vehicles plus lots of storage area.

A 'Toad' has been installed between the coach and trailer to, says Mike: 'Take all the weight of the trailer off the coach. No cruelty to amphibians,' he adds.



GILBERT'S TRANSPORT

Purchasers of Gilbert O Sullivan's 1971 debut album got two public transport treats. The front cover showed a rather fine depiction of a Dublin tram and the gatefold cover opened to reveal an unusual charabanc with Charlie Chaplin among the passengers. 'Where's the reason, where's the rhyme?', to quote one of Mr O'Sullivan's greatest hits.



FUNKY EXPRESS

Meanwhile, 1970s funksters boogied on down to Express by BT Express, which stormed to erm, number 34 in the UK singles chart. The USA release on Roadshow Records featured a seemingly very happy coachload of passengers obviously not travelling on a Greyhound Lines vehicle!



RML BAR

Peter Sonneveld tells us he has spent around £55,000 buying his 1965 AEC Routemaster and converting it into a fully equipped mobile bar, with 14ft opening sunroof. It is available to hire with a picket fence and garden flowers.

'I have always loved historic vehicles of all types and originally wanted to buy a bus to hire out for weddings,' he says. Then he saw a bus that had been converted into a bar, and the rest was history. Now 12 draught pumps are fitted and many other drinks, including champagne, are served. Peter's venture is run under the Bar ML2355 banner, RML2355 having been the

vehicle's London Transport identification,

Bizarrely this very bus used to run in service past the Riverview Café at Forest Row' in Sussex, which Peter used to run. 'It was new to London Transport's Country Area and painted green; and often used on the 409 and 411 routes from West Croydon to Forest Row. A real coincidence!' says Peter.

Equally unusual was that Peter ensured that the fabric of the RM was substantially unaltered when work was carried out. 'Changes to the structure are confined to three additional holes the size of a two pence piece being drilled into it.'

STAMP UPDATE

Massive thanks to Geoff Hanson from Norfolk for filling us in with further details of the Hungarian bus stamp featured in last month's 'Off Route'.

Geoff tells us that the stamp dates from 1951 and is the one Forint (Hungarian currency) denomination in a series entitled 'Country Recreation Scenes' celebrating the first anniversary of the Hungarian People's Republic's five-year plan.

There were seven stamps in the set including tractors, pylons, engineers & the Stalin Bridge. This was the only one of the set depicting a bus or coach, which would have been the way to access lovely country spots away from the railway routes.

Sadly Geoff dashed all hopes that this was the Hungarian equivalent of a British 'Penny Red', and was worth enough money to finance several bus restorations.

'It's catalogued around £2 as it was one of the higher values in the set,' says Geoff.

HUNGARIAN HAPPINESS

Hungarian passengers were obviously deliriously happy to see their bus arrive judging by this postage stamp.

Buses have featured on a surprisingly large number of stamps from Hungary over the years and most are well documented, though we have yet to find any information on this particular one. Can anyone help?



SECOND STAMP

Let's go for another stamp from Hungary this month in the form of this magnificent trolleybus. As the stamp is prominently red, maybe it will have approximately the same value of a 'Penny Red', an example of which sold for £550,000 at an auction in 2012. I'll take half that!



COACH-ING INN!

A whole new angle on coaches stopping at a pub.

Former Florence Motors of Morecambe and now preservation star with Cumbria Classic Coaches Burlingham-bodied AEC Regal III JTB 749 is now the subject of this superb pub sign, a little further south of its normal operating territory. When Hertford brewer McMullen refurbished the Coach & Horses at Spellbrook, near Bishops Stortford, Herts they commissioned a local artist, and this is the result.

Very many thanks to OWEN WOODLIFFE for the picture and information. As Owen says, the Isle of Wight destination certainly seems 'off route', as is the sudden change to left hand drive *en route*.



Owen also tells us that by co-incidence, the pub is a mile or so from the former Biss Bros garage.



ORME SWEET ORME

This made us laugh. This card was kindly sent to us by TIM PHILLIPS of (revived) OK Motor Services fame, available from Shearings' The Marine Hotel in Llandudno and reproduced with thanks.

The coach which appears to be the subject of an extremely epic journey, is Duple Britannia-bodied Leyland Tiger Cub WND 477, new to Spencer of Manchester, and seen here with Alpine Travel of Llandudno.



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FEATURED BUS FOR SALE



VEHICLE: 1995 Volvo Olympian.

DETAILS: Alexander bodywork 70 DP seats. Last in service with Routemaster Buses Ltd in Cheshire. £1,750 ONO.

CONTACT: Phone Graham on 07932 163025.

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1989 DAF MB 230/ van Hool Alizee 51 seats centre toilet. Runs well. 6-speed splitter gearbox. All in good order. In service until last year and now garaged and stored, so no current MoT. (pic Billy Brayford)
£6000 07751521867
- Judithpoole79@gmail.com



Two Leyland Atlanteans new 1975 and 1985. Both fully driveable plus many new and used spares inc recon heads, pumps, tanks, brakes, shocks, exhausts etc. £3,000 the lot. Call Bruce 07961 815286.



1989 Leyland Olympian Alexander bodywork 85 Seats. £1,750 ono Last in service with Routemaster Buses Ltd in Cheshire. Phone Graham 07932 163025.



Dennis Condor/Duple Metsec 11m 110 seats. New to China Motor Bus as DM17 in 1990 passing to New World First Bus in 1998. Shipped back to the UK in 2003 for preservation. Standard Gardner 6LXCT 10.45-litre engine with Voith DIWA D851 transmission. MoT until 15 September 2017 so ready to rally. Serious offers around £10,000 only invited. Replies by email to doublekite@sky.com. Happy to answer any questions. Details: <http://www.orientalmodelbuses.co.uk/DM17/>



1999 Mercedes Benz/Plaxton Beaver 2 4.2 litre Diesel Automatic 24-volt formerly 26-seater but converted to a cosy 4 bed motorhome including toilet and electric shower. First registered 2001, MoT expires end Nov.2017. Mechanically sound with 23,900 kilometres on clock. Former owners Hull City Council and Rotherham Community Transport. Best described as a Senior Survivor and easy to drive. Conversion work bolted in to floor in place of seats. It would easily convert back to a bus. No holes cut in body work or floor. Can be seen at home in Rotherham or open days at South Yorkshire Transport Museum. Contact David Anson 07808767820 or david@small-office-support.co.uk. Price wanted around £6000.



1960 Bristol FS with Gardner engine 6LXB, ex Brighton & Hove converted to mobile home. Excellent condition! £ 47,000 For more informations and pictures call: Jorg at Switzerland 0041 44 837 12 12 or e-mail info@londag.ch



Bristol single-deck bus Mechanically complete. Gardner 5LW £2,500 contact Rush Green Motors on 01438 354174. (Trade).

VOLVO B10B WRIGHT BODYWORK

Fitted with 52 belted seats, PSV MOT just expired.

Very clean and tidy bus which we would like to sell for preservation.

Original registration of P112 RGS will be on the bus when sold.

This was new to Sovereign Buses, later seeing service with Delaine and Quantock.

Can be delivered at extra cost.



£1,200 +VAT

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Call: **01474 855444** (Please leave a message out of hours)

VOLVO B10M VAN HOOL, 1987

53 seats, LEZ Euro 4 exhaust system. MOT just expired.

This coach was new to Excelsior, Bournemouth, and has been with us for nearly ten years.

Internally seats are nice condition, but externally the coach needs some TLC.

Mechanically always very reliable.

Can be delivered at extra cost.

I would like to see this coach go to someone who is able to restore it.



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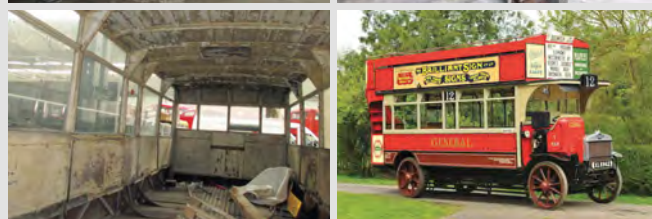


AEC Bridgemaster B3RA041 | UCY 837

Body Park Royal H41/31R | Engine AV690, 11.3 litres

This vehicle has recently undergone a full restoration. Mechanically it is all in good working order and is currently being used for wedding hire.

Price PLEASE CALL TO DISCUSS



AEC 403/S-type | CY 5981

Fleet No 60, O54RO?

We offer this vehicle for sale as a Restoration Project. This is a very rare vehicle, as can be seen from the pictures. If you have time to restore it, this could be a very profitable project – one sold at Bonhams for £270,000 (as above picture).

Price PLEASE CALL TO DISCUSS

Swansea Coachworks (SA) Ltd
Fabian way, Swansea, SA1 8QY
Tel: 01792 650258 or 07402 847289
Email: sales@swanseacoachworks.co.uk

FOR SALE

1951 Vintage Leyland Royal Tiger Duple Roadmaster single deck coach

MOT June 2017 | PSV tested
Fully restored by K&R Walsh Brothers
Used for Weddings & Events



Only selling due to lack of storage space | Price **£20,000**

CONTACT
Ian Bragg 07747 602852

BUS AND COACH PARTS FOR SALE



Coach seat supports and foot rests x2 Ex Duple Super Vega from 7ft 6in- wide; **Windscreen wiper motor** 12 volt £20; **Paramount window pull handles x 5** 431/in long Ex-Duple coach £20 the lot. Call Roger 07855 376107.

Bristol LHS leaf spring with shackles and mountings attached, 1982 era, 11 leaves, 50.5in across approx £55. Please contact: tonybatchelor@hotmail.com or phone 07970 277320

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Both mechanical and body work including woodwork undertaken.

Work undertaken in stages to meet individual requirements.

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Classic Bus magazine.

Full set from Issue 1 (October/November 1992), through to Issue 60 (August/September 2002). In official maroon binders (see photo). All in very good condition. Sensible offers please. Contact Ian McInnes on 01642 767233 or email ianmcinnes73@live.com



Bus & Coach Preservation and buses magazine 2016

free but must collect, call Bryan 07747 055189 (Bolton area).

Photos/slides of ex Rossendale PD2s, PD3s, Leopards, REs, LHs, Atlanteans and Olympians with new operators/non-psv or in scrapyards. Details of current whereabouts of any vehicles would be much appreciated. Also Leyland Olympian D888 YHG (HIL 3188) on service 17 Manchester. Details to G. S. Young 4 Higher Change Villas Bacup OL13 9UB or fte630b@yahoo.co.uk

MODELS FOR SALE

New and unused Corgi DAF/Van Hool Railair Limited Edition, Corgi London Transport Silver Jubilee, Exclusive First Editions Bristol Lodekka FLF Eastern Counties, Exclusive First Editions AEC RT3 London Country, Exclusive First Editions AEC RCL and AEC RF Blue Triangle and a Corgi Bova Futura Flightlink Limited Edition — 6 in total and an overall price of £40.00. Please email: helkatel@hotmail.co.uk

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BEDFORD-DUPLE genuine cast name badge in 2 sections, good used condition, one is restored, the other is not: £50, free P&P; **Cast alloy script type grille badges:** £25 each, free P&P. Other bus and coach badges for sale, pictures via email. Call Alan 01872 575140

London Transport Motorclub badge Central Road Services 1950/60 Griffin in centre size 3x4in £40 post free. Call Mr Yates 02083 997541 or DJY16@Blueyonder.co.uk



LEYLAND ROYAL TIGER DOYEN BADGE

Brand new chrome badge intended for the vehicle front in an original Leyland wooden box is available for sale. Similar to that illustrated. Ideal for the preservationist or for display in an office or study. Immaculate condition and a rare chance to own. Offers around £750. Phone Bill on **01952 255669**.



you'd be surprised who reads it

If you like old buses, you'll love this gorgeous magazine, full of fascinating articles and nostalgic pictures that give you an insight into the story of how we got to where we are today.

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Photos of Ex Bournemouth Corporation with other owners, scrapped or NPSV caravans. Write to Arthur Day, 29 Clarence Park Road, Bournemouth, Dorset BH7 6LF

If you are looking to dispose of bus slide/negative collection(s) for cash please contact Steve on 07775 436263

EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 8 APRIL

Enfield Transport Bazaar, St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Junction of Church Street, Chase Side and Windmill Hill in the heart of Enfield Town, just two minutes walk from Enfield Chase station (Great Northern Hertford North line) or ten minutes from Enfield Town Station (London Overground). All buses serving Enfield Town stop within five minutes' walk. Features up to forty stalls selling all kinds of transport books, photos, DVDs, maps, timetables, tickets and other memorabilia. Bazaar open 11.00–14.30. Admission £3 (acc. children free). Further details of events, please send SSAE to: NLETE, 8 The Rowans, Palmers Green, NI3 5AD or e-mail: nleevents@outlook.com

SUNDAY 9 APRIL

South Yorkshire Transport Museum Open Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Free heritage shuttle bus from Rotherham Bus Station (Stand C1) at 11.45, returning from Museum at 14.00. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: info@sytam.co.uk or Tel: 07852 298082. Website: www.sytam.co.uk

Ipswich Transport Museum. Ipswich Bus Rally. 11.00–16.00. An event featuring classic buses and coaches centred on Portman Road car park. The event will be linked to the Museum via a special free bus service. Admission: Adult £5.50, Child £3.50, Concessions £5.00, Family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666 or visit: www.ipswichtransportmuseum.co.uk

London Bus Museum Spring Bus & Coach Gathering. At the Museum, Brooklands Road, Weybridge, Surrey (Sat Nav: KT13 0SL). Up to 200 buses and coaches on display plus classic buses in service, indoor displays, stalls and children's entertainment. 10.00–17.00. Admission includes London Bus Museum and most attractions at Brooklands Museum. Connecting bus from Weybridge railway station. Free parking at Museum. Details: Tel: 01932 837994, e-mail: londonbusmuseum@btinternet.com Website: www.londonbusmuseum.com

SATURDAY/SUNDAY 15/16 APRIL

East Anglia Transport Museum Easter Egg Hunt. (12.00–17.00 both days). Free park & ride service operates on both days. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Telephone (01502) 518459, e-mail: admin@eatransportmuseum.co.uk or visit website: www.eatransportmuseum.co.uk for full details.

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presbuses2@btinternet.com

**Bus & Coach
PRESERVATION**



Kirkby Stephen & Brough Easter Classic Commercial Vehicle Rally. Stalls and displays at Kirkby Stephen Town Centre, East Station Yard and Brough.

SATURDAY–MONDAY 15–17 APRIL

The Trolleybus Museum at Sandtoft. Easter Weekend Trolleydays, Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

SUNDAY 16 APRIL

10th Penzance VR Revival and Vintage Bus Running Day. Organised by Cornwall Bus Preservation Society, based on Penzance bus station with services to Camborne, Land's End, St Ives, St Just, Marazion, Mousehole, Perranuthnoe and Praa Sands. Contacts: Mel Williams, Cornwall Bus Preservation Society, 10 Collygree Park, Goldsithney, Penzance, Cornwall, TR20 9LY, e-mail: Melvyl@aol.com website: www.cornwallbuspreservation.co.uk or www.tvagwot.org.uk for entry forms and details of programme availability before the event.

Oxford Bus Museum Easter Chick Hunt

Free vintage bus rides at 12.15 and 14.45. Details: Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA. 10.30–16.30. Tel: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

'Transport Festival' at Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln. 10.00 to 17.00. Adult admission £7, accompanied children free. Displays, visiting vehicles, sales stands, refreshments, and a variety of buses and coaches operating free services from Lincoln Railway Station and local park & ride (from Teal Park, Whisby Road (just off A46 Lincoln by-pass / Whisby roundabout.) Please use our bus services as parking on site limited to 'blue badge' holders. Visiting vintage/classic/preserved vehicles welcome, but please contact in advance if bringing bus/coach/HGV. Details: 01522 500566 / 01522 689497 / 07984 872994, www.lvvs.org.uk / info@lvvs.org.uk / @LincsRTM on Facebook / Twitter.

St Helens. North West Museum of Road Transport Easter Egg Hunt. 11.00–16.00. Free Heritage Bus Rides, light refreshments. Museum is near to St. Helens Central rail and bus stations Free car parking nearby. Admission: Tickets for Egg Hunt £8, otherwise Adult £4.25, Concessions £3.25, Children 5–17 £2.50, Family (2+2) £12.50. Further information from website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

Liverpool. Merseyside Transport Trust 'Port Panorama' Running Day. More information will be available at: www.mttrust.co.uk Programme available in advance or on the day.

SUNDAY/MONDAY 16/17 APRIL

The Transport Museum Wythall. Operating Days. Museum open 10.30–17.00 (last admission 16.30). Enjoy rides on the classic buses and miniature steam railway. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45 (fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission: £7 adult, £3.50 child. Family tickets available. Admission and all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

National Tramway Museum. World War II Home Front. 10.00–17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

MONDAY 17 APRIL

Oxford Bus Museum Vintage bus rides with visiting buses participating. Regular free vintage bus services to Oxford Parkway, Witney and Woodstock. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Open 10.30–16.30. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

MONDAY 17 APRIL

Ipswich Transport Museum Easter Egg Trail. 11.00–16.00. Come and see what we've been up to over the winter. Follow the clues to find where Mr Fox has hidden our eggs! Includes free bus rides. Event supported by FirstGroup. Admission: Adult £7, Child £4.50 (Under 5 free), Concessions £6, Family £20. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666 or visit: www.ipswichtransportmuseum.co.uk

SATURDAY 22 APRIL

Quorn & Woodhouse, Leicestershire. Bus & Rail Event, Station Yard, Great Central Railway, 10:00–17:00. Display of buses and coaches. Heritage bus services in local area and rail trips. Transport sale stalls. Contacts: Leicester Transport Heritage Trust, www.ltht.org.uk, e-mail: info@ltht.org.uk, phone 07891 071908 or 0116 275 1642.

Irish Transport Heritage Annual Bus & Coach Rally 50-year Anniversary. For more information and entry forms contact: Howard Cunningham, Irish Transport Heritage, 3 Donegall Drive, Whitehead, Co. Antrim, BT38 9LT. Mobile 07738 941848, e-mail: howard@upsilon.org.uk or online at www.ith.org.uk

SATURDAY/SUNDAY 22/23 APRIL

5th Annual Wellingborough Bus Rally, Wellingborough Museum, Castle Way, Wellingborough NN8 1XB. Open both days 10.00–16.30, admission free. Buses and other vehicles on display, free bus rides, enthusiast stalls, museum shop and cafe. For details and stall/vehicle entry forms contact Steve Loveridge, 75 Bakers Crescent, Irchester NN29 7BA, or e-mail: wellingboroughmuseum@msn.com

SUNDAY 23 APRIL

Teesside Vintage Bus Running Day organised by The 500 Group. Based at The Transporter Bridge, Middlesbrough, now over a hundred years old. Free vintage services from 10.30 with links from Middlesbrough bus station and Stockton High Street. Various routes around Teesside, vintage Coach Tour into North Yorkshire and an Express Coach Service using vintage coaches to historic Yarm. There will be up to 25 buses on at least five timetabled routes, static displays, stalls etc. Full details and entry forms from 01642 317039 (withheld numbers barred) or by e-mail: details-500group@ntlworld.com

Aston Manor Road Transport Museum Spring Running Day. Welcome the warmer weather with an opportunity to ride on museums and friends buses to a variety of destinations. Guest vehicles, as well as our own, running free services throughout the day to a number of destinations. Sales stands also present. Museum located at Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30–16.00. Admission: £5 Adults, £2 Child, Family £13 (includes event programme). Enquiries: 01922 454761, website: www.amrtm.org or on Facebook (under the Museum name).

Kent's All-Ford Show, details at: www.kentsallfordshow.co.uk

Oxford Bus Museum 'Drive it Day' event with visiting Morris Minis and other vintage cars. Open 10.30–16.30 with free vintage bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

Amberley Museum & Heritage Centre 'Bus Riders Day'. Buses galore at this early season meet, for families and enthusiasts alike. Refreshments available. Amberley Museum & Heritage Centre, Bury, West Sussex BN18 9LT. Details: Tel: 01798 831370, e-mail: office@amberleymuseum.co.uk Website: www.amberleymuseum.co.uk

FRIDAY/SATURDAY 28/29 APRIL

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00-17.30 daily) Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

TAKE A RIDE ON VINTAGE BUSES AROUND TEESSIDE



SUNDAY 23rd APRIL - 11 A.M. TO 5 P.M.

You can travel back in time on this famous 1958 Middlesbrough Dennis, and ride on up to twenty other vintage buses

Four routes between the Transporter and Stockton High Street, calling at Middlesbrough Bus Station

Travel is free; souvenir descriptive programmes with timetables £5.00

The 500 GROUP
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Mayday Bank Holiday Weekend
29th April – 1st May 2017

Conwy & Great Orme Evening Road Runs
Sunday/Monday Street Parades
Large Sea Front Showground
Welsh Modern Class
and also a Shuttle Bus Service to Town

ADMISSION Adults £7.50 | Children £2
Gates Open 9am Car Park £2

For further information
SAE to Llandudno Transport Festival
48 Church Road, Rhos-on-Sea, Colwyn Bay,
Conwy County, LL28 4YS
e-mail: info@llantransfest.co.uk
www.llantransfest.co.uk

SCARBOROUGH BUSFEST & RUNNING DAY



Sunday 14th May 2017

North Bay Swimming Pool Car Park near Peasholm Park 10am to 5pm

Large selection of classic vehicles on display

Trade Stalls: Transport memorabilia, books, models, photographs, DVDs etc

FREE - Vintage bus tours around Scarborough

Stops - Westborough, Spa Bridge Roundabout, Rally Site

Celebrating 110 Years of Plaxtons

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Taunton Vintage Bus Display and Running Day - Sunday 14 May 2017



10.30 am to 4.30 pm, Castle Green – next to Taunton Bus Station

Sales stalls Classic buses on frequent town & country services

Open Day at Buses of Somerset Depot (connecting buses)

(buses from Taunton Rail Stn from 9.30 onwards and return at end of day)

For more information, vehicle owner / stall holder enquiries

www.tauntonrunningday.wordpress.com

e-mail : tauntonrunningday@yahoo.co.uk tel : 01823 442589

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PEAK PARK PRESERVED BUS GATHERING

Sunday 18th June 2017

Large display on both sides of the track | Judging of fully restored buses

Frequent preserved bus services in the National Park

Including Bakewell and Matlock | Sales stalls and refreshments

Steam train rides connecting with preserved buses at all stations

For full details and entry forms contact Dennis Vickers:

www.chesterfield123.org.uk | www.transpirebus.org

14, Whiting Mews, Holland Road, Old Whittington, Chesterfield, S41 9HF



CHIPPENHAM BUS RALLY & RUNNING DAY



SUNDAY 21 MAY 2017

Free bus rides radiating from the town's bus station.

Vehicles taking part will include examples from bus companies that used to operate into Chippenham such as Western National, Bath Services, Bristol Omnibus, Swindon & District and Badgerline.

A static display of visiting buses and coaches will be located along with the sales stands at **Wiltshire College, Cocklebury Road, Chippenham, SN15 3QD** which is within walking distance of Chippenham Railway Station.

A frequent vintage bus service will operate between the site and Chippenham bus station with other vintage vehicles being operated on town and country routes.

Most of the vehicles used will represent examples which would have operated in the town over the years.

In addition there will be a selection of stalls selling books, photos and models.

ENTRY FORMS FOR VEHICLES AND STALLS

E-mail: jhitchingsbus@blueyonder.co.uk | Tel: 07746 412555

More information at: www.bristolbusevents.co.uk



Details will appear nearer the time on the Bristol Harbourside Bus Rally & Running Day Facebook page

SATURDAY–MONDAY 29 APRIL–1 MAY

Llandudno Transport Festival. Mayday Bank Holiday Weekend at Bodafon Fields, Llandudno, North Wales LL30 3BW. All details (SAE please): Llandudno Transport Festival, 48 Church Road, Rhos on Sea, Colwyn Bay, Conwy County LL28 4YS. Details: info@llantransfest.co.uk or visit: www.llantransfest.co.uk

The Trolleybus Museum at Sandtoft. Yorkshire Weekend Trolleydays, Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

Rushden Cavalcade of Transport and Country Fair, A6 Bedford Road, south of Rushden, Northants. NN10 0SN. Free parking. Details: www.cavalcade.org.uk

National Tramway Museum. Beer & Bands at Crich. 10.00 – 17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

SUNDAY 30 APRIL

Keighley Bus Museum Open Day and Rear Engine Bus Running Day, as many rear engine buses as possible will be in service on the free heritage bus service in the local area (all other bus types welcome and in operation), large transport collectors fair, refreshments and toilet facilities available in the museum. 10am – 5pm. Keighley Bus Museum Trust is at Unit 5 River Technology Park, Riverside, Keighley BD21 4JP. For further information or to enter a vehicle or sales stall please contact 07546 704558, e-mail: enquiries@kbmt.org.uk or visit: www.kbmt.org.uk

East Grinstead Running Day. Details (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG.

North East Bus & Coach Show, Location TBA. For details visit: www.nebpt.co.uk

SUNDAY/MONDAY 30 APRIL/1 MAY

The Transport Museum Wythall. Operating Days Museum open 10.30–17.00 (last admission 16.30). Enjoy rides on the classic buses and miniature steam railway. Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45 (fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission: £7 adult, £3.50 child. Family tickets available. Admission and all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

MONDAY 1 MAY

Winchester Buses Running Day. Up the 30 heritage buses and coaches from King Alfred and other former local operators will operate free services on numerous routes in Winchester and the surrounding area between 09:30 and 17:00. Journeys will start and finish in central Winchester either at the bus station or in the Broadway. A transport bazaar is planned in Winchester Guildhall. For details see www.fokab.org.uk or phone 01737 823436.

Oxford Bus Museum Vintage buses to Witney (Market Place). Free vintage bus rides from OBM at 11.15 then every hour until 15.15. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Open 10.30–16.30. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

WEDNESDAY 3 MAY

Samuel Ledgard Society Annual Film Show Evening. The Yorkshire Film Archive presents a film show at the Grove Centre, New Street, Horsforth, Leeds, LS18 4BH. Doors open 19.00 for a 19.30 kick-off with archive footage of Yorkshire transport compiled exclusively for the SLS. Admission is £3. Enquiries: Barry Rennison, phone; 0113 236 3695 e-mail: rennison@cc-email.co.uk. Website: www.samuelledgardsociety.org.uk.

Tilford Bus Rally

including coaches & classic cars

Sunday 28th May 2017

**RURAL LIFE CENTRE, TILFORD,
NEAR FARNHAM, SURREY, GU10 2DL**

*Come and see the 1928 Dennis Chassis OT 8902
rescued from*

inside a house in Walton on Thames some years ago.

*This chassis has been restored to almost pristine
condition by a bus charity, ADORR Society.*

New this year

**VINTAGE MOBILE CINEMA
A UNIQUE VINTAGE VEHICLE
SHOWING VINTAGE PATHÉ
TRANSPORT FILMS**

- The rally will also have buses/coaches/classic cars and other vehicles on show for the day.
- Stalls selling transport related items, models, books etc.
- Free rides around the villages on classic buses and coaches.
 - Rural Life Centre fully open with café/restaurant.
 - Steam train operating.
 - Buses meet trains at Farnham from 0930.
 - Free car park
- Admission charge to the museum complex including the rally

For more information contact the Rural Life Centre on

01252 795571

For bus/coach/classic cars/stalls call Ray on

01252 311414

or email: randmlemfoster@btinternet.com

See Adorrs website www.adorrs.co.uk

North West Vehicle Restoration Trust ANNUAL RUNNING & OPEN DAY

Sunday 4th June 2017 9.30am till 5.00pm

Regular free bus service operated by group and visiting vehicles

Timetable & Event Guide will be available for only £4.00

Trade Stands and Refreshments on offer at our Kirkby base

Visiting Vehicles welcome, overnight parking available on enquiry

Plus, another BIG Launch during the day!



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NorthWestVRT

BOURNEMOUTH BUS RALLY

KINGS PARK, BOSCOMBE

10th JUNE 2017

Come and join us to celebrate 115 years of
Bournemouth Corporation Transport



All bus/historic operators are
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jonathanhawkins387@yahoo.co.uk



www.fb.com/busrally

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The most family friendly bus rally in Britain!

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Sunday 25th June 2017 10am - 4pm

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FREE entry FREE parking FREE bus rides



Large display of vintage and
modern buses & coaches

Enthusiasts Market



Lots of fun for all the family including a Disco Dome, Bouncy
Castle, Wet Sponge Throwing, Hook a Duck, Smash the Crockery,
Face Painting, Crafts, Squirt Water from a Fire Engine and more!



FREE bus services to Basildon town centre & Billericay rail station all day

FREE feeder bus services from Bluewater,
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www.basildonbusrally.com



SOUTHSEA SPECTACULAR

SOUTHSEA COMMON 11TH JUNE 2017

Something
guaranteed
this year...
fingers
crossed!



[@southseabus](https://twitter.com/southseabus)

Save the date - the Southsea Spectacular bus rally
returns to Portsmouth again on Sunday 11 June.

* display of preserved and modern buses and coaches

* enthusiast stalls and light refreshments

* free vintage bus services to The Hard Interchange
and along the seafront to Eastney

* 11th June 2017, Southsea Common, 10.00am-4.30pm

Entry forms can be downloaded now from our website -
we look forward to seeing you there on the day!

www.southernbusevents.co.uk

TAL

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Spring Gathering 2017

April 9th
9am to 5pm



Featuring

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Spring Gathering welcomes all buses and coaches, and especially this year vehicles where you pay on entry. Experiments began long before one person operation, and there will be an exhibition showing the history.

For the enthusiast, There are excursion tours, displays, flea market and workshop tours.

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Come by car and use the free Park & Ride, By train, bus route 462 runs to & from Weybridge Station.

Adult £13.00, Child £7.00, Senior/Students £11.00, Family £34.00, LBM/BMT members £2

25th June 2017

London Buses Summer

Enjoy the buses, incl Horse bus, & entertainment.

22nd October 2017

Transportfest

Featuring "Service Vehicles and Commercial Vans"

Normal Brooklands Museum entry prices apply to all events except Spring Gathering. (subject to change during 2017)
Adult £11.00, Child £6.00, Senior/Students £10.00, Family £30.00, LBM/BMT members free. Join on the day & get free entry.

London Bus Preservation Trust Ltd, Brooklands Road, Weybridge, Surrey. KT13 0QS

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londonbusmuseum.com

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Parking at Museum limited to 'blue badge' holders and visiting classic vehicles. (**please contact in advance if bringing a bus / coach / HGV.**)

Stallholder enquiries welcome.

Lincolnshire Road Transport Museum, Whisby Rd,
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see website timetable

EVENT DAYS 2017

(open 10.30am—5pm)

EASTER SUNDAY & MONDAY
16th & 17th APRIL

MAY DAY BANK HOLIDAY
SUNDAY & MONDAY
30th APRIL & 1st MAY

SPRING BANK HOLIDAY
SUNDAY & MONDAY 28th & 29th MAY

FATHERS' DAY SUNDAY 18th JUNE

AUGUST BANK HOLIDAY
SUNDAY & MONDAY 27th & 28th AUGUST

AUTUMN RUNNING DAY OCTOBER 8th
BIRMINGHAM BUSES BIRTHDAY

SATURDAY OCTOBER 28th
TWILIGHT RUNNING DAY
OPEN 11am—7pm

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www.oxfordbusmuseum.org.uk

2017 events

THE
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BUS MUSEUM



Sun 21 May **RUNNING DAY**
& Transport Collectors' Fair

Join us for regular bus services around Fife from Lathalmond
including half-hourly free shuttle to/from Dunfermline Bus Station.

Open 10am – 5pm. Free Parking.

Sat/Sun 19/20 August **MUSEUM OPEN WEEKEND**
& Transport Collectors' Fair

Our popular two-day event includes a large display of museum and visiting
vehicles with half-hourly free shuttle to/from Dunfermline Bus Station and
Forth Bridges tour, at additional charge.

Open 10am – 5pm. Free Parking.

Admission to each event: Adult £7, Child/Concession £5, Family £17
(Child age 5-15, Family up to 2 adults & 2 children)

Visit our website for details of other events taking place at the museum.

01383 623 380 www.svbm.org.uk



Find us on
Scottish Vintage Bus Museum
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Stall & Vehicle Entry Forms can be downloaded from our website.

East Anglia Transport Museum Forthcoming Events

1940's WEEKEND

Saturday 13 May 2017 11am - 6pm

Sunday 14 May 2017 11am - 5pm



EASTERN COACH WORKS

30th anniversary weekend

8th & 9th July 2017



TROLLEYBUS WEEKEND

Saturday 23 September 2017 12noon - 9pm

Sunday 24 September 2017 11am - 5pm



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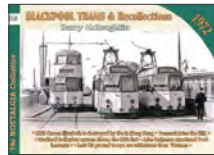
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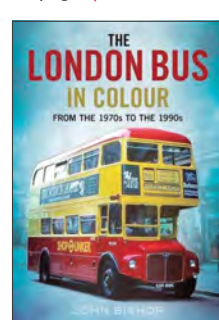
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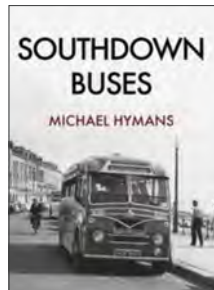


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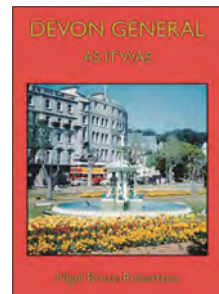
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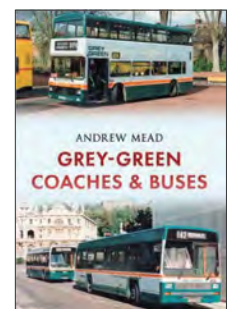
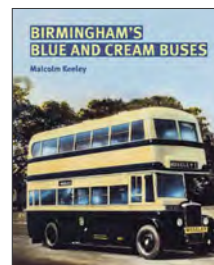
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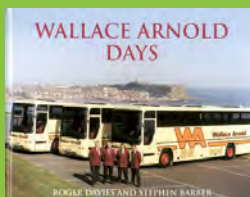
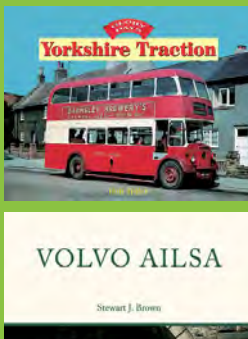
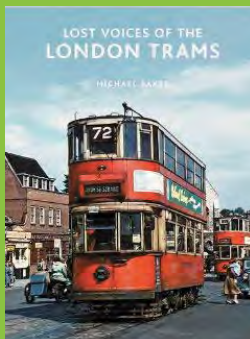
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